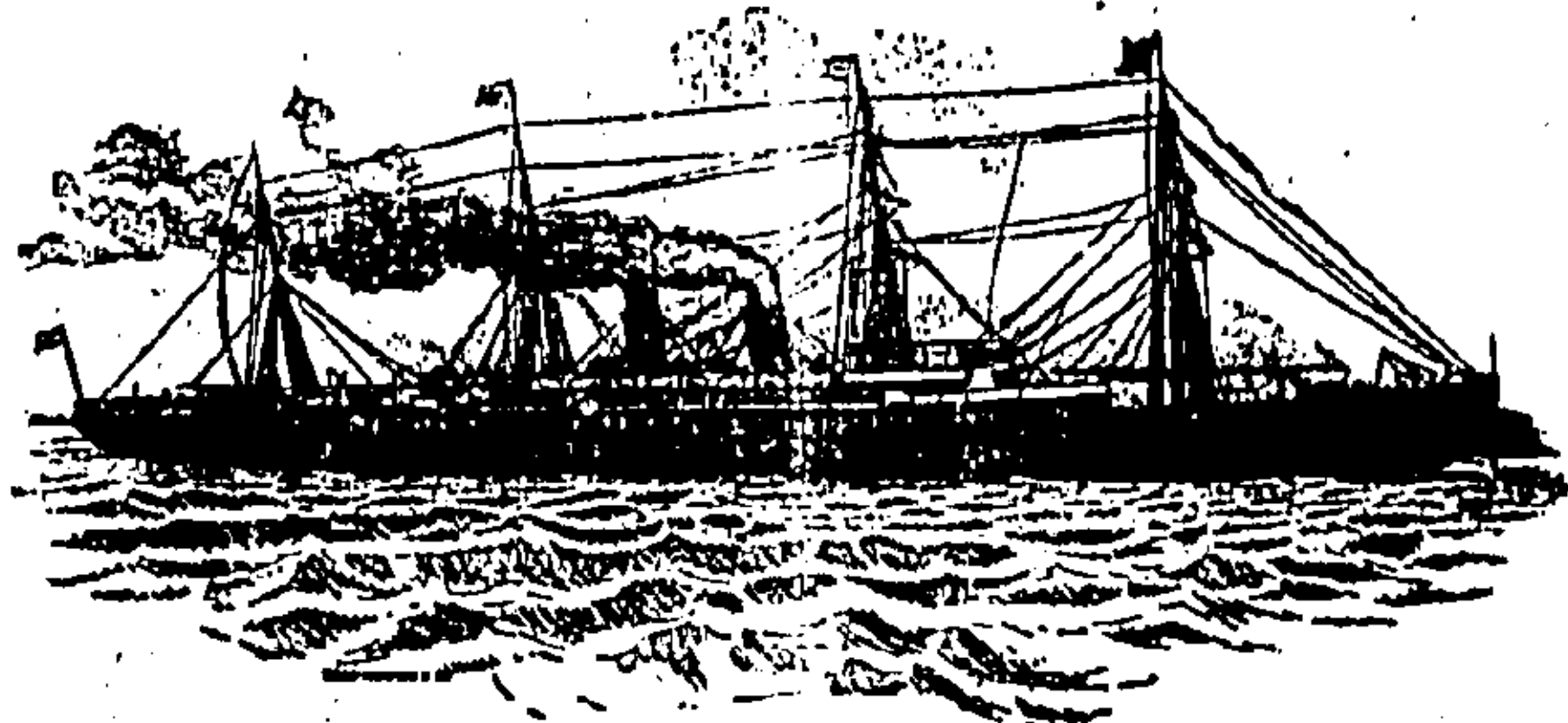






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"COPTIC" .....	4,352 Gross Tons	THURSDAY, 12th May, at Noon.
"KOREA" .....	11,276 "	WEDNESDAY, 25th May, at Daylight.
"GAELIC" .....	4,205 "	SATURDAY, 4th June, at Noon.
"MONGOLIA" .....	"	THURSDAY, 16th June, at Noon.
"OHINA" .....	5,060 "	TUESDAY, 28th June, at Noon.
"DORIO" .....	4,784 "	SATURDAY, 9th July, at Noon.
"SIBERIA" .....	11,284 "	THURSDAY, 21st July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 12th May, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

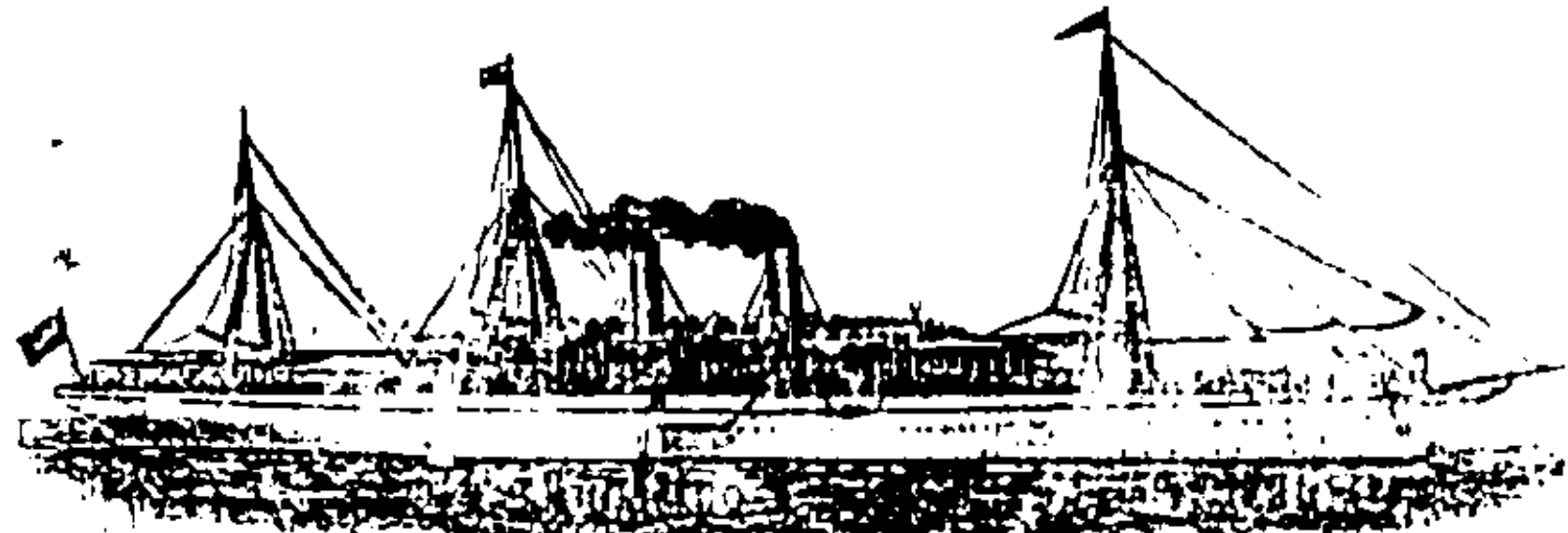
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 7th May, 1904.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.O.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 10 Knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).  
R.M.S. "EMPRESS OF JAPAN" .. 6,000 Tons. WEDNESDAY, 11th May.  
"TARTAR" .. 4,425 " SATURDAY, 21st May.  
"EMPRESS OF CHINA" .. 6,000 " WEDNESDAY, 1st June.  
"EMPRESS OF INDIA" .. 6,000 " WEDNESDAY, 22nd June.  
"EMPRESS OF JAPAN" .. 6,000 " WEDNESDAY, 13th July.  
Hongkong to London, 1st Class, £40. St. Lawrence £60. Via New York £62.  
Hongkong to London, Intermediate, £40.  
Steamers, and 1st Class Rail .. £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.O.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,  
9, Pedder's Street.

Hongkong, 27th April, 1904.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRECHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
ARTEMISIA .....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th May. Freight.
MARBURG .....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	17th May. Freight.
STRASSBURG .....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	31st May. Freight and Passengers.
SEGOVIA .....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	14th June. Freight.
NURNBERG .....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	28th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 27th April, 1904.

THE AMERICAN SYSTEM  
OF  
DENTISTRY.

DR. M. H. CHAUN,  
27, DES VOUX ROAD CENTRAL, HONGKONG,  
Near the University of Pennsylvania, U.S.A.  
Hongkong, 2nd January, 1904.

TSU FAN  
DENTIST.

PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.  
Hongkong, 1st January, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," ..... 2,361 tons, ..... Captain R. D. Thomas.  
" "POWAN," ..... 2,338 " ..... " G. F. Morrison, R.N.R.  
" "FATSHAN," ..... 2,260 " ..... " W. A. Valentine.  
" "HANKOW," ..... 3,073 " ..... " B. Branch.  
" "KINSHAN," ..... 2,860 " ..... " J. J. Lossius.  
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M. and 5-30 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.  
Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," ..... 1,998 tons, ..... Captain H. D. Jones.  
Departures from Hongkong to Macao on week days at about 2 P.M.  
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.  
Departures on Sundays at 12-30 P.M.  
Departures from Macao to Hongkong daily at 7-30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," ..... 219 tons, ..... Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7-30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7-30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," ..... 388 tons, ..... Captain J. Willox.  
" "NANNING," ..... 359 " ..... " C. Butchart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

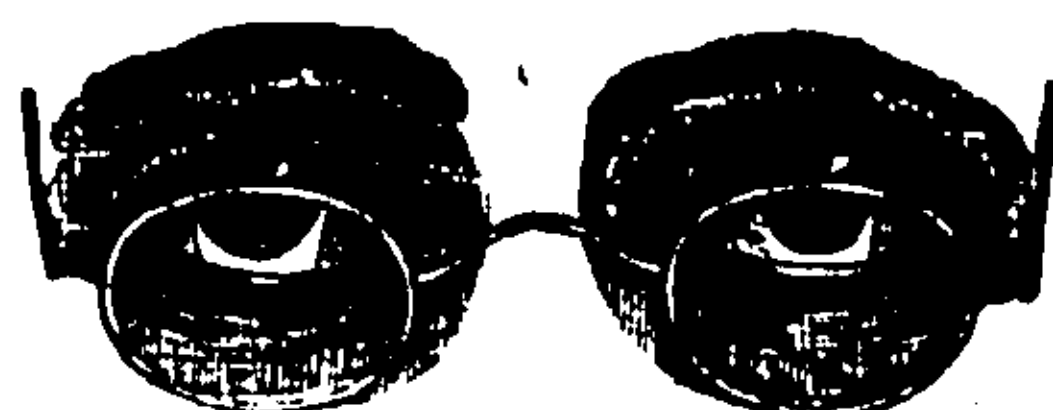
Hongkong, 25th April, 1904.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.  
FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.  
ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.  
WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.  
LADIES' SPECIAL TOILET ROOM.  
PATRONAGE RESPECTFULLY SOLICITED.

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

## For Sale.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

## FOR SALE.

INCANDESCENT  
GASOLINE  
LAMPS

OF ALL DESCRIPTIONS,  
from the best makers.

## INCANDESCENT

MANTLES,  
CHIMNEYS,  
GLOBES,  
SHADES, &c.,  
for

## GASOLINE AND GAS

LAMPS  
at the most moderate  
prices.

Lamps fixed up for  
Buyers free of charge.

Naphtha of the best  
kind kept in stock.

TAI KWONG CO.,

36, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

## For Sale.

## FOR SALE.

GENUINE CARDIFF AND JAPAN  
COAL.

Apply to

RITCHIE & Co.,

39, Des Vaux Road.

Hongkong, 22nd April, 1904.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS  
AND WATCHMAKERS.

## EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES,  
"OMEGA" is the best, "THREE YEARS"  
guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

SAVARESSE'S  
SANDAL  
CAPSULES

Made of Odolite, most efficacious, because  
absolutely pure English Oil.

Full directions. All Chemists.

Sole Agent: G. W. HARRISON.

## Intimations.

## THE YOKOHAMA DOCK CO., Ltd.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 80.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

[595]

THE CHINA AND JAPAN TELEPHONE  
AND ELECTRIC COMPANY,  
LIMITED.

HONGKONG EXCHANGE.

## S U B S C R I P T I O N S .

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c. &c. &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS—1, ICE HOUSE ROAD.

W. STUART HARRISON

Hongkong, 15th April, 1904.

## BUSINESS TRAINING COLLEGE.

"ELEMENTARY" SHORTHAND to  
120 words a minute; completion to  
corresponding speed; \$50, or by instalments  
of \$10 a lesson.

"ADVANCED" LESSONS to completion  
of verbatim speed, \$100, or by instalments of  
\$10 each lesson.

FOREIGN LANGUAGES TAUGHT.  
TRANSLATIONS MADE.

TYPEWRITING TAUGHT on all makes  
of machines.

MANIFOLDING, DUPLICATING, and  
SINGLE TYPEWRITTEN COPIES for the  
public.

MACHINES (all good makes) for sale.

EVENING CLASSES IN SHORTHAND,  
Typing, English, etc., Hours, 5 to 9 o'clock.  
\$2 per lesson.

PUPILS attended at their own homes, or  
lessons by post.

CIRCULARS post free.

WARWICK PEELE, Principal.

Hongkong (near G. P. O.).

Canton, 144 Shameen.

Hongkong, 3rd May, 1904.

[584]

THE YANGTZE INSURANCE  
ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty per  
cent, being Twelve Dollars per Share,  
on the Paid-up Capital of the above Association,  
has been declared payable in Taels at Exchange  
73 at the Chartered Bank of India, Australia  
and China or the Hongkong and Shanghai  
Banking Corporation, Shanghai, on and after  
this date to Shareholders of record on the 11th  
April, 1904.

By Order of the Board of Directors,  
W. S. JACKSON,  
Secretary.

Shanghai, 22nd April, 1904.

[561]

## JUST UNPACKED.

BISCUITS AND CAKES.

A SPECIAL CONSIGNMENT.

FROM the well-known Manufacturers  
Messrs. HUNTLEY AND PALMER, a  
varied assortment of BISCUITS and CAKES.  
Biscuits of the newest kinds such as  
ARCTIC WAFERS, MARZENA WAFERS,  
TEA, FOLKSTONE, and ICE CREAM.

AND ALSO  
GENOA, ALMOND, FAMILY, OXFORD,  
and FRUIT CAKES.

INSPECTION EARNESTLY SOLICITED.

H. RUTTONJEE,  
No. 5, D'Aguiar Street,  
or

35 to 38, Elgin Road, Kowloon.

Hongkong, 3rd May, 1904.

[72]

KEEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 50 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th August, 1903.

[10]

THE HONGKONG  
STUDIO.

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-  
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICES VERY MODERATE.

Hongkong, 15th September, 1903.

[11]

MEE CHEUNG,  
PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE ROAD.

In New York.

Now in a position to give New and Com-  
modious Premises to accommodate all  
Photographers and Practitioners.

THE COLONY or in any part of the Far East.

GROUPS and VIEWS

at a special

Hongkong, 21st September, 1903.

[12]







## Intimations.



A. S. WATSON & Co.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## HIGH CLASS BRANDIES.

A.—OLD PALE	20.00
B.—SUPERIOR VERY OLD COGNAC	27.00
C.—VERY OLD LIQUEUR COGNAC	33.00
V.O.—D.—HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC	40.00

All our Brandies are guaranteed to be  
**PURE COGNAC**, the differences in price  
being merely a question of age and vintage.

For a "Soda" Brandy we strongly  
recommend the "B" quality.

A. S. WATSON & CO.,  
LIMITED.

Hongkong, 7th May, 1904. [35]  
TELEPHONE NO. 45.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.  
ESTABLISHED 1859.

## A CHEE & CO., 祥利廣 17, QUEEN'S ROAD. FURNITURE DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.  
ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS.  
COUNTERPANES.  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC  
DEPARTMENT.**  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.  
Hongkong, 8th January, 1904. [45]

E. C. WILKS & Co.,  
MARINE SURVEYORS,  
CONSULTING ENGINEERS AND  
NAVAL ARCHITECTS.

**COLLISIONS** and Damages Surveyed.  
Salvage Work undertaken.  
Ship Designs and Specifications prepared.  
Agents for the Construction and Sale of Steam  
and Motor Launches.  
Contract for New Tonnage on reasonable terms  
with First-class Builders.  
A large stock of Canadian Asbestos and  
Asbestocel goods kept.  
Agents for Messrs. Allen & Sons Electrical  
Plant and Centrifugal Pumps.  
Telephone Address: "MARINEWORK." Telephone:—No. 358.  
Hongkong, 3rd May, 1904. [48]

## NOTICE

All communications intended for publication in  
the "HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

**SUBSCRIPTION RATES (IN ADVANCE).**  
DAILY—\$30 per annum.  
WEEKLY—\$18 per annum.

The rate per quarter and per annum, proportional.  
The daily issue is delivered free when the address is  
accessible to messenger. (On copies sent by post an  
additional \$1.80 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

## The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 7, 1904.

### JAPAN'S PLAN OF CAMPAIGN.

The important developments in the land  
operations of the present war, that have  
taken place during the last ten days, now  
furnish some indications as to the well  
thought-out plan of campaign adopted by  
the Japanese Headquarters Staff. After a  
series of minor operations along the Yalu  
River, lasting from the 26th to the 30th ultimo,  
during which the attention of the Russian  
Commander was, by hostile feints, directed to  
several points towards the mouth of that  
stream, General Kuroki succeeded in throwing  
bridges over this obstacle some distance to  
the North of Wiju, and obtaining a foothold  
on the right bank. Early on the 1st instant,  
the greater portion of the Japanese forces  
was advancing on the enemy's position at  
Kiulienching, which was situated at a distance  
on the great road from Antung to Peking,  
about six miles from the Yalu River. By  
crossing this waterway at some distance to  
the north of Wiju, the Japanese Commander-  
in-chief was able to deliver his main attack  
on the left flank of the enemy's position,  
instead of risking a frontal attack, which  
would have been almost compulsory had he  
crossed with his army near Antung and  
advanced along the high road. Though  
no definite information has transpired with  
regard to the Russian position, it is probable  
it consisted in a line of entrenchments across  
the gap in the heights through which the  
road passes at Kiulienching, the hills on  
either flank being also strongly occupied.  
It is almost certain that the attack came as  
a complete surprise, or from a direction that  
was unexpected, judging by the sweeping  
victory obtained by the Japanese. That the  
position was certainly outflanked there is  
small doubt, and the fact that a large number  
of guns was captured would seem to indicate  
that the enemy had, owing to their  
being outflanked by the superior artillery of  
the Japanese, advanced these pieces so far  
towards the fighting line as to oblige their  
abandonment when retreat was found necessary.  
The declaration of the Russian General,  
in his report that the Japanese were  
using heavy guns is improbable, since the  
comparatively light military bridges, con-  
structed over the Yalu, would hardly support  
their passage, and the rapidity with which  
General Kuroki's advance was made by bye-  
roads would not have allowed of their presence  
in the engagement. The field artillery at  
present in use in the Japanese army, being  
of the long range, rapid-firing type, would  
be quite sufficient to produce the demoralis-  
ing and destructive results reported, if properly  
handled, when the occasion offered,  
which did actually occur. Had the Japanese  
possessed a sufficient force of well-  
mounted cavalry the defeat would have been  
even more crushing and the Russian losses  
more severe. Probably, only part of General  
Kuroki's army, which is estimated at 80,000  
men, was engaged—most likely about 50,000  
men of all arms—and the Russians, who are  
obliged to disseminate their forces over an  
extended front, could hardly have had more  
than 30,000 men to oppose to their enemy.  
This victory proves once again, the truth of  
Napoleon's advice to his Marshals, that—  
*le Dieu des batailles est avec les gros batail-  
lons*. The well-planned victory at Kiulien-  
ching has afforded General Kuroki a firm  
foothold in the enemy's country. His com-  
munications with his base are secure from a  
raid, thanks to both banks of the Yalu  
being in his possession, and to the fact that  
Japan is mistress of the sea. In the event of  
a check he can retire upon the Yalu, which  
is being fortified in his rear, and over which  
the Russians would have small chance of  
passing should he be obliged to seek safety  
on the left bank, which is hardly likely.  
It is more than probable that the Japanese  
army, that has now penetrated into eastern  
Manchuria, will content itself with strengthen-  
ing its position, awaiting further developments  
in the Liaotung Peninsula before advancing  
westwards. That these developments will  
not be long delayed is evident from the  
telegrams, published elsewhere in these  
columns, announcing the landing of a Japa-  
nese army corps on the Liaotung Peninsula.

to the south of Hsiung Yo. It is incontes-  
table that the recent victorious advance of  
General Kuroki has been of great assistance  
to the successful attempt to land Japanese  
troops in the rear of Port Arthur. His rapid  
success must necessarily have obliged  
General Kuropatkin to concentrate his  
main army at Fenguangcheng so as to  
oppose, with some hope of victory, the army  
of General Kuroki astride on the road to  
Liaoyangchen and Moukden and menacing  
both of these towns. This concentration  
has forcibly reduced the effectives employed  
in patrolling the coast-line of the peninsula.  
Had the Russian squadron been a fleet in  
being instead of a company of crippled war-  
ships, confined to the roadstead of Port Arthur,  
by the superior dash of the more skillfully  
handled vessels of Admiral Uriu, things  
might have been different. No more striking  
example of the fact, that to avoid invasion,  
it is necessary to possess an all-powerful  
fleet could possibly be obtained. We are  
soon likely to learn of the complete invest-  
ment of Port Arthur by land and probably  
of the landing of another Japanese army  
corps on the east coast of the Liaotung, per-  
haps near Takushan. Should this happen,  
and the three armies be able to join hands,  
the occupation of the Peninsula by the  
Russians will, in a few weeks, be a thing of  
the past. Then it is likely that the Mikado's  
generals will detach a sufficient force to  
besiege Port Arthur and, sweeping the Pen-  
insula of the Muscovite detachments now  
scattered over the country, combine in a  
general advance on Moukden, attacking,  
both on the front and right flank, General  
Kuropatkin's position on the Antung-Peking  
Road.

### LOCAL AND GENERAL.

THE battleship *Glory* has arrived from Mirs  
Bay.

H. E. the Officer Administering the Govern-  
ment has appointed Mr. P. N. H. Jones, Vice-  
President of the Sanitary Board.

A FEE of \$10 a quarter will in future be  
charged in respect of licences for the sale of  
beef and mutton in places outside a public  
market.

H. E. the Officer Administering the Govern-  
ment has appointed Lieut. M. K. Hodgson,  
Sherwood Foresters, as his aide-de-camp, with  
the rank of Captain, to date from 1st inst.

SINCE noon of yesterday two cases of plague  
have been notified one being from Tung Tau  
village, Kowloon City, the other being found  
on the foreshore near the Praya East slipway.

HOLY Trinity Church of the Chinese Branch  
of the Anglican Communion in Hongkong,  
situate near Kowloon City, has been added  
to the list of places licensed for the solemniza-  
tion of marriages.

In the neighbourhood of Port Arthur valuable  
beds of steam coal have been discovered, says  
a St. Petersburg wire. The coal is nearly as  
good as Welsh steam coal. Admiral Alexeieff  
has visited the scene of the discovery.

SERGEANT Wilden arrested the masters of the  
launches *Tongking*, and *Kongsoo*, for carrying  
excess passengers. Mr. Gompertz fined the  
first defendant \$200, and the latter \$500. There  
was a previous conviction recorded against the  
first.

THE Chinese Board of Commerce have pro-  
posed to establish a paper mill with a capital  
of Tls. 500,000, and that the papers thus turned  
out should be exclusively used in all official  
despatches, documents, and other important  
writings.

COPIES of a pamphlet received by the Secretary  
of State for Foreign Affairs from H. M.'s Am-  
bassador at St. Petersburg, containing Russian  
regulations as to Naval Prizes, and copies of a  
further notice respecting the establishment of  
Prize Courts at certain Russian Ports, can be  
seen at the Colonial Secretary's office.

IN the Summary Court yesterday Mr. Mowbray  
S. Northcote, of the Land Investment Co., sued  
Sheik Abdul Ramahn for \$13,000 in respect  
of rent for the house No. 15, Leighton Hill  
Road. Defendant failed to put in an appear-  
ance, and the Puisne Judge (Mr. T. Sercombe  
Smith) gave judgment for the amount claimed  
and costs.

ACCORDING to the *Foochow Echo*, there will  
be no less than five steamers plying between  
Foochow and Santauo during this tea season.  
Two under the auspices of Messrs. Jardine,  
Matheson & Co., two Japanese boats running  
alternately between Santauo and Hinghua, and  
one Chinese boat, the *Fuan* which, rumour  
hath it, is being run by a syndicate of Chinese  
officials.

It is reported from Vienna, that the Russians  
are taking drastic measures to deter Chinese  
bands from interfering with the Trans-Baikal  
and East Siberian Railway. Every Chinaman  
caught in the act of committing outrages on  
the railway is forthwith beheaded, and his  
head is exposed in a wooden cage fixed on a  
lofty wooden scaffold. These wooden cages  
along the line, with the flocks of screaming  
birds of prey, are said to present a horrible  
spectacle.

LIEUT. W. A. CRAKE, Hongkong Volunteer  
Corps, has been granted leave of absence for  
six months from the 10th inst.

THE programme of music to be performed by  
the band of the 93rd Burma Infantry on the  
new parade ground, on Monday next, the 9th  
inst, from 5 to 6.30 p.m. is as following:—  
March..... "The Uhlan's Call".....Ellenberg  
Lancers..... "The Army and Navy".....Allan  
Selection..... "The Tornado".....Caryl and Monahan  
Selection..... "Slavonic Dance".....Kardly Klay  
Selection..... "A Chinese Homage".....Talbot  
Valse..... "Reveries".....Follet  
God save the King.

THE proctor of the Kiangsi arsenal has, after  
considerable pains, succeeded in making a  
balloon which looks very beautiful, the surface  
being all covered up with Chinese coloured  
silk. Governor Hya, of Kiangsi, has been  
requested to hold an official inspection of it.  
Owing to its small capacity the balloon can  
rise but a little over ten feet above the ground,  
in which position it begins to oscillate a great  
deal until it finally stops. Therefore, improve-  
ment to enlarge its capacity is needed.

It has been mutually arranged by the judges  
of the Supreme Court that His Honour T.  
Sercombe Smith, Puisne Judge, shall be the  
Chairman of the Board appointed for the  
assessment of the compensation payable to  
owners of properties resumed. H.E. the  
Officer Administering the Government has  
nominated the Hon. P. N. H. Jones, Director  
of Public Works, to be a member of the  
Board, and notice is given that each of the  
owners of the properties is required to nominate  
a member of the Board, failing which it will be  
lawful for the Chairman of the Board to  
nominate and appoint any person other than a  
member of the Colonial Civil Service.

FROM some official data just published by the  
Department of Trade and Commerce, it ap-  
pears that Russia last year imported 8,053,000 lbs.  
of Indian tea. These figures show an increase  
of 26 per cent. on the amount of the previous  
year's import. Until January last these im-  
ports were shipped from Calcutta to Dalny,  
and thence brought over the Manchurian and  
Siberian railways to Moscow. During the war  
they will be sent via Colombo and Odessa.  
The manager of one of the leading Russian  
tea-importing firms states that both the Indian  
and Ceylon teas enjoy an increasing vogue in  
that country, and he confidently believes that  
the import of the Indian product alone will  
within the next few years, amount to 50 million  
pounds. The Far Eastern war is likely, in-  
deed, to give an immense impetus to Russia's  
imports of Indian and Ceylon teas, to the detri-  
ment of the Russo-Chinese tea trade.

THUS the *Foochow Echo*: H.M.S. *Algerine*  
arrived at Pagoda Anchorage on Sunday last  
and left on Thursday morning. Foochow's  
'good old Annual'! In 18 months we only  
remember once seeing a British bluejacket in  
Nantai. It was at a cricket match! One  
should be thankful for small mercies. No  
British man-of-war, no local cricket! Perhaps  
H.B.M.'s naval representatives in Far Eastern  
waters know that the national game depends  
for its existence in Foochow on the occasional  
visit of, say, a gun-boat. Ours it is to be  
grateful for their patronage and encourage-  
ment.

THE following returns of the average amount  
of bank notes in circulation and of specie in  
reserve in Hongkong, during the month ended  
30th ult., as certified by the managers of the  
respective banks, are published in the *Gazette*.

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.....	\$3,437,362	\$1,200,000
Hongkong and Shang- hai Banking Cor- poration.....	11,990,105	7,000,000
National Bank of China, Limited.....	407,605	150,000
Total.....	\$15,835,072	\$8,350,000

### WATER RETURN.

Level and Storage of Water in Reservoirs  
on the 1st May.

	1903.	1904.
Tyatam.....	45' 9" below overflow	59' 6" below overflow
Pekfulam.....	29' 0" below overflow	37' 8" below overflow
Wong-nai- cheong.....	28' 0" below overflow	4' 9" below overflow
STORAGE GALLONS.		
Tyatam.....	104,120,000	57,800,000
Pekfulam.....	9,400,000	1,300,000
Wong-nai- cheong.....	4,634,000	581,000
Total.....	118,154,000	59,681,000

Consumption of Water in the City of Victoria  
and Hill District during the month of April.

	1903.	1904.
Consumption.....	67,950,000	72,962,000 gallons
Estimated po- pulation.....	218,400	223,300
Consumption per head per day.....	104	109 gallons

Intermittent supply in force during the whole  
of March in both years.

Consumption of Water in Kowloon Peninsula  
during the month of April.

	1903.	1904.
Consumption.....	111,187,000	12,040,000 gallons
Estimated po- pulation.....	61,500	67,350
Consumption per head per day.....	61	62 gallons

The Government Analyst reports that the  
water is of excellent quality.

### OFFICIAL DESIGNATIONS.

We note from the official organ of the  
Government that all notifications above the  
signature of Mr. A. M. Thomson are signed in  
his official capacity as Colonial Secretary, the  
prefix 'acting' having been dropped. Mr.  
Thomson holds the post not as a substantive  
appointment; he is acting on the secretariat *vice*  
the Hon. Mr. May, Officer Administering the  
Government, pending the arrival of the Gover-  
nor designate. We understand that instructions  
have been received from the Secretary of State  
for the Colonies directing the omission of the  
'acting' term in the designations of Colonial  
officials.

### THE PO LEUNG KUK.

IN 1903.

The following report of the Po Leung Kuk,  
for the year 1913, is published in the *Gazette*.

The following twelve gentlemen were elected  
to act as managing committee for the year  
1903:—Fung Wa-chun, Lau Chu-pak, Chiu  
Tung-shang, Yeung Pui-shan, Tsui Shi-ku,  
Fung Shau-shan, Pun Yan-tsun, Li Chuk-ue,  
Li Sui-ting, Pun Wai-sun, Lau Siu-cheuk and  
Uen Wan-ku.

Mr. Lau Wai-chuen and Mr. Wei Long-shan  
continued to act as treasurers. A statement of  
the assets and liabilities of the Society, and a  
declaration by the treasurer, and two state-  
ments showing the working account, and  
revenue and expenditure during the year are  
attached. The balance to the credit of the  
society on the 31st December was \$15,081.17,  
compared with \$16,126.44 on the corre-  
sponding day of 1902. Of this balance  
\$1,000 is a portion of the endowment of the  
society and not to be touched upon. The  
expenditure therefore requires to be carefully  
watched and subscriptions encouraged. The  
actual sum spent by the managing com-  
mittee on the work of the society was \$8,180.03,  
as compared with \$7,563.98 in 1902. The  
subscriptions received during the year amount-  
ed to only \$5,715.79, compared with \$7,248.25  
in 1902. The decrease is due to temporary  
causes, and we anticipate that next year the  
subscriptions will be as large as in previous  
years. Mr. Ho Wing-tsun and Mr. Wong  
Yuet-fong have kindly audited the accounts.  
The Visiting Justices during the year have  
been Captain Anderson, Mr. Chan A. Fuk, Mr.  
A. H. Skelton and Mr. Duncan Clark. Six  
hundred and thirty-two women, one hundred  
and thirty-four girls and sixty small boys  
were admitted during the year. A return  
attached to this report shows what steps were  
taken with regard to them. The inmates  
of the home receive daily instruction in  
elementary subjects, and they are able to  
earn some pocket-money by needlework. A  
report by Dr. Koch on the sanitary condition  
of the buildings and on the health of the  
inmates is attached. The first floor of the  
Tung Wa Hospital adjacent to the Po Leung  
Kuk, was handed over to the society during the  
year, and has been fitted up for the accom-  
modation of the wards of the society. Since  
the foundation of the society the Tung Wa  
Hospital has always given most cordial  
assistance to the Po Leung Kuk, and it is  
satisfactory to see that the good relations  
existing between the two institutions are as  
firmly established as they ever have been.

A. W. BREWIN,  
President.

HO KAI,  
Vice-President.

24th February, 1904.

### THE MEDICAL REPORT.

Dr. W. Y. M. Kock, Inspecting Medical  
Officer, reports that on the 2nd September he  
took over charge *vice* Dr. Thomson, who pro-  
ceeded on leave of absence. He visited the  
institution at frequent intervals—two or three  
times a week or oftener. On each occasion he  
made a detailed inspection of the wards and  
dormitories, and always found them clean  
and well ventilated. The food provided has  
been satisfactory and sufficient. A new  
dormitory has been opened providing accom-  
modation for sixteen beds, but when necessary  
this number can be augmented. The general  
health of the inmates has been good on the  
whole. There were three cases of plague and  
one of small-pox, which were transferred to  
the Hospital for Infectious Diseases at Kennedy  
Town, and the institution was thoroughly dis-  
infected. Six cases of beri-beri occurred; the  
disease manifested itself some time after  
residence. They were transferred for treat-  
ment in the Tung Wah Hospital. One case of  
anaesthetic leprosy was transferred to the Leper  
Home at Canton. The six cases of measles  
were treated under strict isolation in the  
institution. The other diseases call for no  
remark. Two deaths occurred—one from  
malignant malaria, the other from general  
sepsis.

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institution. The other diseases call for no  
remark. Two deaths occurred—one from  
malignant malaria, the other from general  
sepsis.

### AMERICAN TRADE IN CANTON.

Consul-General McWade reports:—In Can-  
ton there is a good demand for many kinds of  
machinery. Rice-hulling machines, knitting  
machinery (especially for hose), and small  
power engines (erosene) will find a market  
here; in fact, any modern invention attracts the  
Chinese. If there were more representatives of  
American manufacturers here, with some  
undoubtedly agencies could be established, and  
profitable business result. In many branches  
Trans-Pacific freight rates are most reasonable  
at present, while New York and Eastern  
American shipments via the Suez Canal are  
lower now than ever before. The opening of  
the great ships of the Hill Line (Great  
Northern Railway) from Seattle will make it  
still cheaper through rate as far as Chicago  
and St. Louis. This coupled with the con-  
struction of the new railroad from Canton to  
Peking, lifting the produce of Central and  
Southern China to the world's market, where  
it will find a ready sale, will undoubtedly  
bring about a great increase in the demand  
for American goods, and the result will be  
a great benefit to the American people.

### TELEGRAMS.

"HONGKONG TELEGRAPH"  
SERVICE.

### THE WAR.

JAPANESE LAND IN  
LIAOTUNG.

CHAIN OF HILLS OCCUPIED.

(From Our Own Correspondent.)

YOKOHAMA, 6th May.

8.30 p.m.

Official reports announce that the  
2nd Army Corps has landed on the  
Liaotung Peninsula.

The exact locality has not transpired,  
but it is supposed to be on the  
eastern shore to the south of  
Hsiungyo.

The advance guard fired upon the  
Russian scouts who retired without  
replying.

The Japanese have occupied a line  
of hills, covering the haven at which  
the troops are still landing, along  
which entrenchments have been made  
and guns placed.

The flag of Japan is flying over  
the position.

(Reuter's.)

### The War.

LONDON, 5th May.

At a dinner of the Japanese Society at  
which Viscount Hayashi presided, M. Suye-  
matsu declared that the Japanese would  
never surrender while a drop of blood was  
left in their veins. Many thought that Japan  
was unable to carry on the war for economi-  
cal reasons; he admitted Japan's wealth  
was limited, but it was not so limited as out-  
siders supposed. Viscount Hayashi said the  
Emperor and the people of Japan would be  
much rejoiced at the warm manner in which  
Britain had shown her sympathy.

LATER.

### The Japanese Loan.

The new Japanese loan is for £10,000,000,  
of which £5,000,000 will be issued in Lon-  
don and £5,000,000 in New York.

### The Balkans.

Lord Lansdowne, replying to Earl Spencer,  
conferred that the progress of the reforms in  
the Balkans was disappointing, and if not ac-  
celerated that we might be confronted by a  
situation of the gravest anxiety.

### ARTFUL SERVANTS.

AT MORRISON HILL.

Some few days ago a Mr. Huber leased,  
from Mr. Jacobs, No. 38 Morrison Hill Road,  
Wanchai, but he did not occupy the house,  
though it was furnished and had a stock of pro-  
visions laid in. On Wednesday evening, in  
passing the house, he heard sounds, and upon  
entering found some Chinese cards on a table,  
together with several empty provision tins.  
He reported the matter to the police, and a  
strict watch was kept on the house, with the  
result that information was subsequently  
brought to Inspector Collett, at No. 2 Police  
Station, that some one was in the place. In-  
spector Collett immediately took a number  
of men to the premises, and in the dining  
room, found seven house boys and cooks,  
employed by neighbouring residents, engaged  
gambling and enjoying stolen refreshments.  
They, with their gambling paraphernalia, were  
taken to the Police Station. On one of the  
cooks was found a sum of \$15, which he  
explained was to be spent by him this morning  
in the market for the day's "chow" for the  
family by whom he was employed. An  
investigation showed that one key fits all the  
back doors in the row, and knowing No. 38 to  
be vacant, the boys had selected that house for  
their evening gamble, taking the keys of their  
masters' houses, letting themselves in, and  
locking the door after them. It is suspected  
that this sort of thing has been going on for  
some time.

The seven boys were placed before Mr.  
Gompertz, who imposed the full penalty of  
\$15 fine each, or one month's imprisonment.

### SHIPPING AND MAILS.

MAILS DUE.

German (*Oldenburg*) 28 inst.  
Indian (*Seydlitz*) 28 inst.  
Australian (*Chancellor*) 11th inst.  
German (*Seydlitz*) 11th inst.  
American (*Kearsarge*) 11th inst.  
Canadian (*Empress of China*) 11th inst.  
The C. P. R. Co. (*Albatross*) arrived at  
Kobe at 3 p.m. On 2nd inst. and left for  
San Francisco on 3rd inst. The ship is  
a 2,300-ton vessel, and is a very fine  
ship, and is expected to arrive at  
Kobe at 3 p.m. On 2nd inst. and leave  
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a 2,300-ton vessel, and is a very fine  
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Kobe at 3 p.m. On 2nd inst



## THE WAR.

## HAND-TO-HAND FIGHT.

## A RUSSIAN BLUNDER.

Mr. M. Noma, Consul for Japan, has courteously communicated the following telegrams:—

Tokio, 6th May, 4.20 p.m.

General Kuroki reports that on the 3rd inst. our mounted scouts, after a severe hand-to-hand fight near Fenghuancheng, drove the Russian horsemen towards Fenghuancheng.

The Chinese say that on the 1st inst. about 2,000 Russian infantry, posted on a hill east of Fenghuancheng, fired upon 300 of their comrades retreating from the Yalu, mistaking them for the enemy, and 100 men were wounded and 70 killed. The rest fled in disorder, abandoning the commissariat carts.

Officers taken prisoner state that the only bodies that retreated in order on the 1st inst. were five or six infantry battalions and two artillery companies.

200 more Russians killed or wounded were found left on the field.

## JAPANESE FLAG HOISTED.

## ON LIAOTUNG HEIGHTS.

Tokio, 6th May, 6 p.m.

Admiral Hosoya reports that the seventh detached fleet, the twentieth torpedo flotilla, the *Hongkong Maru* and *Nippon Maru* arrived at 5.30 a.m. on the 5th May at Liaotung. Some of the enemy's sentinels were seen on the top of a hill adjoining the coast and were driven away by our fire.

The Naval Brigade, under Captain Nomoto, was then ordered to land. The ebb-tide preventing the boats' approach to the shore, they waded breast-deep for 1,000 metres and gained the shore at 7.22 a.m. Immediately marching, they reached the heights and hoisted their flag.

Meanwhile the gunboats *Akagi*, *Oshima* and *Chokai* approached the shore on the flank of the landing-place for the purpose of diverting the enemy. The *Akagi* found 100 of the enemy and dispersed them.

The transports arrived at 8.5 a.m. with the first echelon of the Second Army, who, seeing the Japanese flag at the top of the hill, immediately commenced landing, which they effected splendidly, despite the deep water. The troops are now building a pontoon.

## REPORT OF THE ACTING HARBOUR MASTER

## FOR THE YEAR 1903.

The following report of the Acting Harbour Master, for the year 1903, is published in the *Gazette*:—

## HARBOUR DEPARTMENT.

Hongkong, 18th February, 1904.

Sir,—I have the honour to forward the annual report for this department for the year ending 31st December, 1903.

## SHIPPING.

The total tonnage entering and clearing during the year 1903 amounted to 21,099,621 tons, being an increase, compared with 1902, of 2,511,082 tons, and the same number in excess of any previous year. There were 53,991 arrivals of 12,037,092 tons, and 54,009 departures of 12,012,770 tons. Of British ocean-going tonnage, 3,396,314 tons entered, and 3,382,121 tons cleared. Of British river steamers, 2,327,249 tons entered, and 2,324,613 tons cleared. Of foreign ocean-going tonnage, 3,667,871 tons entered, and 3,665,880 tons cleared. Of foreign river steamers, 217,619 tons entered, and 216,744 tons cleared. Of steam launches trading to ports outside the Colony, 93,239 tons entered, and 93,239 tons cleared. Of junks in foreign trade, 1,347,011 tons entered, and 1,351,458 tons cleared. Of junks in local trade, 1,067,799 tons entered, and 1,068,715 tons cleared. Thus—

British ocean-going tonnage represented 28.20% of the total tonnage entering and clearing, 18.60% of the total tonnage entering, and 30.51% of the total tonnage clearing. British river steamers represented 1.81% of the total tonnage entering and clearing, 0.77% of the total tonnage entering, and 1.23% of the total tonnage clearing. Junks represented 11.23% of the total tonnage entering and clearing, 8.89% of the total tonnage entering, and 5.50% of the total tonnage clearing.

7,215 steamers, 36 sailing vessels, 1,765 steam launches, and 15,893 junks in foreign trade, entered during the year, giving a daily average of 68, as against 71.2 in 1902. For European constructed vessels the daily average would be 19.9 as against 17.1 in 1902.

For vessels under the British flag, there is an increase of 1,347 ships of 1,678,501 tons, an increase of 427 ships of 762,445 tons to ocean-going, and an increase of 920 ships of 915,664 tons to river trade.

The above increase in ocean-going is principally due to the fact of some new lines having been established—the China Commercial Steamship Company, the British India Steamers, now visiting the port, the addition of some new steamers to local firms, and lastly to an increase of coal imported from Australia in steamers new to the port.

The increase in river trade is almost wholly due to the new steamers *Kinshan* and *Wing Chai* being in the river trade during the greater part of 1903, and to an increased number of sailings by the Hongkong, Canton and Macao Steam Boat Company, Limited.

Under foreign flags, there is an increase of 1,067 ships of 1,067,799 tons, an increase of 113 ships of 1,067,799 tons to ocean-going, and an increase of 920 ships of 915,664 tons to river trade.

The increase in ocean-going is made up principally by an increased number of steamers calling at the port in 1903 under the U.S. flag and in the increased tonnage of some of the Pacific Mail steamers, and to an increase under Chinese, Japanese and French flags.

The increase in river trade is made up by two French steamers *Sun Chung*, and *Kong Nam*, the former being a new steamer and the latter was transferred from the British flag in July, 1903, also to the Chinese steamers *Chan Wai* and *Chan On*, whose running commenced in the first quarter of 1903.

The actual number of ships of European construction (exclusive of river steamers and steam launches) entering the port during 1903, was 741, of which 314 were British, and 397 foreign. These 741 ships entered 4,419 tons, giving a total tonnage entered of 7,064,185 tons. This compared with 1902, 23 more ships entered 372 more times, and gave a total tonnage increased by 779,927 tons.

The 344 British vessels carried 2,679 British officers and 24 foreign officers as follows:—

British 2,679, Norwegian 3, Dutch 1, German 2, United States 18, Total 2,703.

Thus the proportion of foreign officers in British ships was 0.89% comprising four nationalities, an increase of 0.11% with a decrease of ships.

The 397 foreign ships carried 2,882 officers, of whom 267 were British, borne as follows:— In Japanese ships, 139; Chinese, 97; United States, 16; French 7; Dutch, 4; Belgian, 4. Total, 267.

The proportion of British officers in foreign ships was, therefore, 9.3% distributed among six nationalities; a decrease of 1.4% with an increase of ships. Of the crews of British vessels 16.6% were British, 0.5% other Europeans, 82.9% Asiatics. Of the crews of foreign vessels, 1.2% were British, 22.3% other Europeans, 76.5% Asiatics.

This shows a slight increase of Asiatics in British and foreign vessels, with a slight falling off in the proportion of Europeans.

## TRADE.

The returns under this heading are gathered from the masters of vessels, and in some cases, from the agents concerned, and must be looked upon as but approximate and, it may be, misleading. It is much to be regretted that masters and agents do not render more accurate returns.

The principal features to be remarked in the reported trade of the port for 1903 are:—In Imports are reported:—

Increases in coal of 1.0%, cotton of 80.8%, flour of 11.6%, case petroleum of 37.3%, general of 7.7%. Decreases in bulk petroleum of 25.4%, liquid fuel of 84.1%, rice of 27.1%, sugar of 14.3%, timber of 14.1%.

The net increase under this head amounts to 21,847 tons. In exports, there is an increase reported of 24,252 tons. In transit cargo there is an increase reported of 502,553 tons.

The total reported import trade of the port for 1903 amounted to 24,819 vessels of 10,959,293 tons, carrying 7,392,320 tons of cargo, of which 4,517,370 tons were discharged at Hongkong. This does not include the number, tonnage, or cargo of junks, or steam launches employed in local trade.

Similarly, the export trade from the port was represented by 24,666 vessels of 10,944,055 tons, carrying 3,031,683 tons cargo, and shipping 675,891 tons of bunker coal.

During the year 1903, 14,489 vessels of European construction, of 19,018,411 tons (net register), reported having carried 9,768,495 tons of cargo, as follows:—

Import cargo, 3,985,310  
Export " 2,245,119  
Transit " 2,878,950  
Bunker coal shipped, 663,026  
9,768,405

The total number of tons carried was, therefore, 51.3% of the total net register tonnage (or 65.4% exclusive of river steamers), and was apportioned as follows:—

Imports—  
British ships, 1,899,212  
Foreign do. 2,086,098  
3,985,310  
Exports—  
British ships, 1,243,987  
Foreign do. 1,001,132  
2,245,119  
Transit—  
British ships, 1,551,536  
Foreign do. 1,327,414  
2,878,950  
Bunker Coal—  
British ships, 288,293  
Foreign do. 374,733  
663,026  
Grand total, 9,768,405

## REVENUE.

The total revenue collected by the Harbour department during the year was \$285,288.24, being an increase of \$18,522.43 on the previous year:—

Light Dues, \$74,960.00  
Licences and Internal Revenue 55,475.50  
Fees of Court and Office, 154,852.74  
Total, \$285,288.24

## STEAM LAUNCHES.

On the 31st December, there were 243 steam launches employed in the harbour, of these, 98 were licensed for the conveyance of passengers, 145 were privately owned, 17 were the property of the Colonial Government, and 6 belonged to the Imperial Government in charge of the Military authorities.

Three masters' certificates were suspended for three months, and one master was cautioned. 475 engagements, and 438 discharges of masters and engineers were made from 1st January to 31st December. 14 steam launches were permitted to carry arms, etc., for their protection against pirates, of these, thirteen were previously permitted, and one during this year.

## EMIGRATION.

81,384 emigrants left Hongkong for various places during the year; of these, 55,681 were

carried by British ships and 27,703 by foreign ships; 149,551 were reported as having been brought to Hongkong from places to which they had emigrated, and of these, 107,166 were brought in British ships and 33,385 by foreign ships.

## REGISTRY OF SHIPPING.

During the year, 8 ships were registered under the provisions of the Imperial Act, and 7 certificates were cancelled.

## MARINE MAGISTRATE'S COURT.

17 cases were heard in the Marine Magistrate's Court; refusal of duty on board ship and breach of Harbour regulations were the principal offences.

## SUNDAY CARGO-WORKING.

During the year, 336 permits were issued under the provisions of the Ordinance. Of these, 105 were not availed of owing to its being found unnecessary for the ship to work cargo on the Sunday, and the fee paid for the permit was refunded in each case, and 22 permits were issued, free of charge, to mail steamers, the privilege ceased on the 22nd July, 1903.

The revenue collected under this heading was \$34,800; this was \$9,375 less than in 1902. The revenue collected each year since the Ordinance came into force is as follows:—

1892 ..... \$ 4,800  
1893 ..... 7,900  
1894 ..... 13,375  
1895 ..... 11,600  
1896 ..... 7,575  
1897 ..... 11,850  
1898 ..... 25,925  
1899 ..... 21,825  
1900 ..... 43,550  
1901 ..... 44,800  
1902 ..... 44,775  
1903 ..... 34,800

## SEAMEN.

19,800 seamen were shipped and 23,265 discharged at the Mercantile Marine Office and on board ships during the year.

158 "distressed seamen" were received during the year. Of these, 55 were sent to the United Kingdom, 3 to Sydney, 1 to Calcutta, 2 to Singapore, 2 to Moji, obtained employment on shore, 3 at Canton, 1 went as passenger to San Francisco, 1 to the United Kingdom, 2 to Singapore, 2 joined the Chinese Customs, 1 Japanese Wrestler's Company, 1 taken charge of by the German Consul, 1 departed to Canton, 1 died at the Government Civil Hospital, 1 at Sailors' Home, 3 remained at the Government Civil Hospital, 1 at the Sailors' Home, and 74 obtained employment. \$2,601.00 were expended by the Harbour Master on behalf of the Board of Trade in the relief of these distressed seamen.

## MARINE SURVEYOR'S SUB-DEPARTMENT.

During the year, 190 vessels were surveyed for passenger certificate and bottom inspection, and 111 were surveyed for emigration, an increase of 15 and 18 respectively on the previous year, which was the highest on record. Owing to the Kowloon and Cosmopolitan Docks being blocked at different times by vessels undergoing extensive repairs, twenty-nine of the surveys for passenger certificate took place at Aberdeen Dock involving considerable loss of time and extra expense in hiring an outside launch. The *Kinshan* of 2,861 gross tons, and the *Ying King* of 1,888 gross tons were built under inspection, the former being the largest steel and the latter the largest wooden vessel ever constructed in the Colony. I would beg to point out that owing to the increase of the work and the greater distance apart of the building yards and slips an additional launch is urgently required.

Telegraphic and telephonic communication has been kept up with the Gap Rock, Cape d'Aguilar and Waglan Island during the year. From Gap Rock Station, 892 vessels have been reported as passing, and in addition 181 messages were received and 3,769 sent, including the daily weather report for the Observatory. Owing to telegraphic communication being interrupted 20 vessels were not reported. Forty-six hours and fifty minutes of fog were reported from Gap Rock during the year, and the fog signal gun was fired 357 times. On no occasion was the relief delayed by the rough sea. From Cape d'Aguilar Station 1,952 vessels were reported, and in addition 55 messages were sent and 69 received. Owing to the telephonic communication being interrupted, 192 vessels were not reported. Two hundred and eighteen hours and forty-eight minutes of fog were reported from Waglan Island during the year, and the fog signal gun was fired 2,260 times. On no occasion was the relief delayed by the rough sea.

## GOVERNMENT GUNPOWER DEPOT.

During the year 1903 there has been stored in the Government Gunpowder Depot, Stonecutters' Island—12,286 cases, weighing approximately 982,711 lbs.

During the same period there has been delivered out of the Depot—2,110 cases, weighing approximately 304,410 lbs.

On the 31st December, 1903, there remained as follows:—9,880 cases, weighing approximately 641,487 lbs.

## NEW TERRITORY.

The station at the Island of Cheung Chau was opened in September, the one at Tai O, in the Island of Lantau, in October, 18, 9, that at Tai Po in Mirs Bay, on board the police steam launch, in January, 1900; that in Deep Bay, on board the police steam launch, in November, 1901; and that at Sai Kung in April, 1902. From 1st January to 31st December, 1903:—8,674 licences, clearances, permits, &c. were issued at Cheung Chau, 3,157 at Tai O, 3,817 at Tai Po, 4,202 at Deep Bay, and 4,021 at Sai Kung. The revenue collected by this Department from the New Territory during 1903 was \$15,187.51.

## GENERAL.

Captain Rumsey having left the Colony for good, it devolves upon me to father this report, which deals with a period during three quarters of which he was in charge of the harbour. I may, perhaps, be permitted to express my own personal regret at, and my sense of the loss the Colony has incurred through his departure.

The building of the much-needed new Harbour Office has now been commenced, and it is to be hoped that the work will be pushed on as quickly as possible, as the work of the department is seriously hampered by the restricted view of the Harbour from the office. But it is scarcely probable that the new office can be opened much before another two years have passed.

During the year arrangements have been made to light Cap-shui-mun and this light will, I trust, be established before this report appears in print. There would seem to be little prospect, however, of immediate improvement in the lighting of the Eastern and Western approaches to the Harbour, by the shifting of Cape d'Aguilar Light to Green Island, and the Green Island Light to Cape Collinson, as approved in 1900, owing to the greater necessity for other Public Works, which are absorbing all the available funds. It is to be hoped that it will be possible to carry out these greatly needed improvements before long, Green Island light being so inefficient in its present position, and Cape d'Aguilar light having been lying idle for over seven years now. This latter light cost the Government £2,914 about thirty years ago, and is in good condition now as it was when it was first lit in 1874.

The size of vessels trading to and from the Colony continues to increase, as well as their numbers, and the problem as to where to put them is becoming very serious. The deep water area of the harbour, is small, and owing to constant reclamations and silting up of certain parts of the Harbour, this area is continually contracting. Something will have to be done in the near future to provide accommodation for the shipping, and the question is "What?"

It is probable that the shipping of the port will continue to increase, both in numbers and size, so that any measures that may be decided upon will have to take the future into account, and not only the immediate future, either. Dredging is extremely slow and expensive work, and any scheme which bases its entire hopes on this alone, is, in my opinion, doomed to failure, not only on account of the slowness of the work, but because of the probable uselessness of it, for it is reasonable to believe that, as those parts of the Harbour which stand in need of dredging have been, and are still being, silted up, so they will continue to be in the future, and unless a prohibitive (as to cost) number of dredgers be employed, and be kept employed, very little, if any, impression will be made on the depth of the water. And the work will be endless, as it will have to be kept going indefinitely.

So far as I am aware, no other plan (than that of dredging) for providing deep water accommodation, has hitherto been suggested, except that contained in a scheme of Harbour Improvement formulated and submitted to Government by me in January, 1902, which provided *inter alia*, for the deepening, by natural means, of the water west of the Kowloon Peninsula and inside Sulphur Channel. This scheme I am not now permitted to publish. It would cost a considerable sum of money, money which, however, once spent, would be spent once and for all, and would give us many things besides an increased deep water anchorage, including the vexed question of communications, dealt with by Captain Rumsey in his report for 1901.

## IMPORTS AND EXPORTS (OPIMUM) OFFICE.

The return shows that during the year the amount of Opium reported was as follows:—

1902. 1903. Increase. Decrease.  
Chests. Chests. Chests. Chests.  
Imported ..... 43,781 46,034 2,253 —  
Exported ..... 43,348 46,551 3,202 —  
Through cargo reported but not landed, 13,483 16,442 2,959 —

17,879 permits were issued from this office during the year, being an increase of 3,558 as compared with 1902. A daily memo. of exports to Chinese ports was, during the year, supplied to the Commissioner of Imperial Maritime Customs, and a daily memo. of exports to Macao was supplied to the Superintendent of Raw Opium Department of Macao.

Surprise visits were paid to 108 godowns during the year.

I have, &c.,  
BASIL TAYLOR,  
Acting Harbour Master, &c.  
The Honourable A. M. THOMSON,  
Acting Colonial Secretary,  
&c., &c., &c.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Writing under yesterday's date, Messrs. Benjamin, Kelly and Potts state:—During the past week, rates have been very well maintained and, in several instances a further improvement may be noted, but the rates in Shanghai have more or less interfered with business and, in consequence, transactions have not been very numerous.

The Hongkong Steam Waterboat Company, Limited, has declared an interim dividend of 70 cents per share payable on the 10th instant. The transfer books will be closed from the 7th to 10th instant, both days inclusive.

Banks.—Hongkong and Shanghai Banks continue quiet with sellers at \$655. London still quotes \$64. Nationals have improved to \$38 and are wanted at the rate.

Marine Insurances.—Unions have further advanced and are in request at \$540. China Traders are inquired for at \$59. Yangtzes have been booked at \$125 and more shares can be placed. Cantons have also appreciated in value, and there are inquiries for shares at \$200.

Fire Insurances.—Hongkong Fires are still wanted at \$295. China Fires remain weak at \$38.

Shipping.—Hongkong, Canton and Macao Steamboats are in the market at \$284. Indo-Chinas, under the influence of a strong demand, have advanced from \$94 to \$105 without many

shares changing hands, and the market closes with buyers at the higher price. China and Manila have been disposed of at \$24 and \$20. Douglas Steamships are offering at \$36. There is no change in old Star Ferries: the new shares have buyers at \$21. Shell Transports have further strengthened, and shares are now in demand at 27 1/2. Shanghai Tugs are obtainable at Tls. 48 and Tls. 47 for the ordinary and preference shares respectively.

Refineries.—China Sugars have still further risen to \$142 and close firm at the rate. Perak Sugars have been done and more shares are wanted at Tls. 51.

Mining.—Raubas are out of favour at \$6. Sales are reported in Shanghai of Chinese Engineering at Tls. 61.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been negotiated at \$214. Farnhams are inquired for at Tls. 145. Kowloon Wharves are in demand at \$101 after sales at the rate. Hongkew Wharves are without change at Tls. 152 1/2.

Lands, Hotels and Building.—Hongkong Lands have further improved and have been the medium of a fair business at \$152 and \$153 at which latter figure there are further buyers. Shanghai Lands are to be had at Tls. 108. West Point have risen to \$54 and can be placed at the rate. Hongkong Hotels have ruled firmer and are wanted at \$138. Humphreys Estate have been dealt in at \$11 and more shares are asked for.

Cott's Mills.—There is no business in report in stocks under this head.

Cigar Companies.—Nothing doing.  
Miscellaneous.—Green Island Cements are wanted at \$23 1/2. China-Bornes have improved to \$10 after sales at various rates. A. S. Watsons have been done and are still obtainable at \$15. Electrics (old) have advanced to \$15 1/2 and the new shares can be placed at \$7 1/2. Steam Waterboats have been taken off the market at \$16 and are now inquired for at \$16 1/2. Geo Fenwicks have been sold and have further sellers at \$38. There are buyers of Dairy Farms at \$13, and William Powells at \$10. Langkats remain unchanged at Tls. 292 1/2.

## YARN MARKET.

In their report, dated 6th instant, Messrs. Cawasee, Pailanjee & Co. write:—Since the issue of our last circular dated the 22nd ultimo our yarn market during the fortnight ruled steady, and a rise in the rate of Exchange on India made importers eager sellers, which had the effect of a decline of about one dollar on last month's quotations. A good business transpired at current rates and some of the selected threads are still inquired for. Sales during the past fortnight comprised of about 325 bales of No. 65; 2,755 bales of No. 105; 1,200 bales of No. 125; 575 bales of No. 165; and 1,750 bales of No. 205; in all about 6,600 bales. Arrivals per steamers *Chusan*, *Banua*, *Catherine Apoor*, *Naiming* and *Ischia* of about 15,500 bales. Shipments to Shanghai and the Northern Ports about 8,000 bales. The unsold stock is about 35,000 bales.

Local Yarn.—No business is reported.

Japanese Yarn.—Sales are reported of about 200 bales of No. 205, at \$135 to \$138, and about 50 bales of No. 325, at \$192 per bale.

Exchange.—We quote to-day on India at Rs. 133 1/2 per cent. London at 15. 9 1/2.—\$.

## TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. .... 1/9 1/2  
Do. demand ..... 1/9 9/16  
Do. 4 months' sight ..... 1/9 1/2  
France—Bank T.T. .... 2 1/2  
America—Bank T.T. .... 43 1/2  
Germany—Bank T.T. .... 183  
India T.T. .... 133 1/2  
Do. demand ..... 134  
Shanghai—Bank T.T. .... 72 1/2  
Japan—Bank T.T. .... 78 1/2  
Singapore—Bank T.T. .... Nominal  
Java—Bank T.T. .... 107 1/2

Buying.  
4 months' sight L/C ..... 1/9 1/2  
6 months' sight L/C ..... 1/10 1/4  
30 days' sight San Francisco & New York ..... 44  
4 months' sight do. .... 45  
30 days' sight Sydney and Melbourne ..... 1/10 1/4  
4 months' sight Francs ..... 2 1/2  
6 months' sight " ..... 2 3/4  
4 months' sight Germany ..... 18 1/2  
Bar Silver ..... 25 7/16  
Bank of England rate ..... 3 1/2

## To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.  
THE Company's Steamship

## "HAICHING."

Captain Hodgins, will be despatched for the above Ports, on TUESDAY, the 10th instant, at 11 A.M.

For Freight or Passage, apply to  
DOUGLAS, LARPAIK & Co.,  
General Managers.  
Hongkong, 7th May, 1904. [594]

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR...  
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

## "SACHSEN."

Captain R. Pesch, due here with the outward German Mail about WEDNESDAY, 5 P.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 7th May, 1904. [595]

## To-day's Advertisements.

## THE

## HENRY DALLAS

## MUSICAL DRAMATIC CO.

## RETURN SEASON.

## TWO WEEKS ONLY.

## GRAND OPENING NIGHT,



**Shipping—Steamers.**  
**OCEAN STEAMSHIP CO., LD.**  
AND  
**CHINA MUTUAL STEAM NAV. CO., LD.**  
**JOINT SERVICES.**  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.  
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

**OUTWARDS.**

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANGTSE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

**HOMEWARDS.**

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"ANTENOR"	On 10th May.
LONDON & ANTWERP	"ACHILLES"	On 17th May.
LONDON & ANTWERP	"ALCINOUS"	On 24th May.
LONDON & ANTWERP	"DEUCALION"	On 31st May.
LONDON & ANTWERP	"TEENKAI"	On 7th June.
LONDON & ANTWERP	"AGAMEMNON"	On 14th June.

\* Taking Cargo for Liverpool at London Rates.

**TRANS-PACIFIC SERVICE.**  
FOR  
STEAMERS  
TO SAIL  
VICTORIA, SEATTLE, TACOMA, and  
all PACIFIC COAST PORTS, via  
NAGASAKI, KOBE and YOKOHAMA.  
S.S. "AGAMEMNON" left Victoria, B.C., on 22nd April, for Japan and Hongkong.  
S.S. "NINGCHOW" will leave Victoria, B.C., for Japan and Hongkong on 15th May.  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[2]  
\*Hongkong, 5th May, 1904.

**CHINA NAVIGATION CO., LIMITED.**

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENSIN	"CHIH LI"	8th May.
TIMOR, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	9th "
SHANGHAI	"KWEIYANG"	10th "
YOKOHAMA and KOBE	"CHANGSHA"	13th "
MANILA	"SUNGKIANG"	13th "
CEBU and ILOILO	"WUOHANG"	18th "
SWATOW, CHEFOO and TIENSIN	"KANFO"	18th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.  
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.  
N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[7]  
Hongkong, 7th May, 1904.

**Hongkong-Manila.**  
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.  
**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 14th May, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 21st May, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.**  
GENERAL MANAGERS.  
[8]  
Hongkong, 7th May, 1904.

**PORTLAND & ASIATIC STEAMSHIP CO.**  
PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,  
FOR  
**PORTLAND, OREGON,**  
OPERATING IN CONNECTION WITH  
**THE OREGON RAILROAD AND NAVIGATION COMPANY.**

Steamship	Tons	Captain	To Sail on
"ARAGONIA"	5,198	Schmidt	June 14th, 1904.
"NUMANTIA"	4,370	"	July 14th, "
"NICOMEDIA"	4,370	Wagner	August 14th, "
"ARABIA"	4,483	Bahl	September 14th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
**ALLAN CAMERON, General Agent.**  
[5]

**HONGKONG-MACAO LINE.**  
S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.  
DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.  
FARE:—(Week Days) 1st Class, including cabin and servant, \$5; Return Ticket, \$5; 2nd Class, \$4; 3rd Class, \$3. Return Single Ticket, \$3; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.  
WHARF:—At the Western end of Wing Lok Street.  
The Steamers run an Excursion Trip EVERY SUNDAY. It takes only 3 1/2 hours to reach Macao.  
MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 5th January, 1904. [16]

**HONGKONG-CANTON LINE.**  
THE British Steamship  
"YING KING,"  
Capt. Wm. Robinson, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.  
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.  
1st Class.....\$3.00 for Single Journey.  
2nd ".....1.50 " "  
Meals.....1.00 each. "  
The steamer's wharf is at the Western end of Wing Lok Street.  
YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street.  
WENT & CO.,  
Canton Agents.  
Hongkong, 16th April, 1904. [15]

**Shipping—Steamers.**  
**CHINA NAVIGATION COMPANY, LIMITED.**  
**AUSTRALIAN LINE.**  
**REDUCTION IN PASSAGE RATES,**  
From 1st January, 1904.  
**ALSO REDUCED FARES TO MANILA AND RETURN.**  
STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.  
Hongkong, 1st February, 1904. [104]

**MESSAGERIES CANTONNAISES.**  
**J. TREVOUX & CO.**  
**HONGKONG-CANTON NIGHTLY SERVICE.**  
THE Commodious Steamer  
"PAUL BEAU,"  
Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.  
The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.  
These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.  
The Saloon is under European Supervision.  
First Class European.....\$8.00  
Second Class European.....3.00  
First Class Chinese.....1.50  
Second Class Chinese......80  
Deck......30  
The Company's Wharf is at the end of Queen Street, Praya West.  
For further Particulars, apply to  
— J. LANDOLT, Agent,  
THE PHARMACY, Queen's Road Central.  
Hongkong, 23rd March, 1904. [122]

**STEAM TO CANTON.**  
THE New Twin Screw Steamers  
Tons Captain  
"KWONG CHOW".....1,309.....J. P. MARTIN.  
"KWONG TUNG".....1,238.....H. W. WALKER.  
Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).  
Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).  
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.  
Passage Fare—single Journey.....\$4  
Meals.....(Each) 1  
The Company's Wharf is a Short Distance West of the Harbour Masters Office.  
SHU ON S.S. CO., LD., and YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 17th February, 1904. [11]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship  
"NAMSANG,"  
Captain Geo. Payne, will be despatched as above on TUESDAY, the 10th instant, at 3 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 3rd May, 1904. [582]

**REGULAR STEAMSHIP SERVICE TO NEW YORK,**  
VIA PORTS AND CANAL  
(With Liberty to call at PHILIPPINE PORTS).  
PROPOSED SAILINGS FROM HONGKONG.  
1904. About  
"SHIMOSA".....10th May.  
"SATSUMA".....3rd June.  
"RICHMOND CASTLE".....15th "  
"ST. FILLANS".....30th "  
"LOWTHER CASTLE".....31st July.  
For Freight and further information, apply to  
DOWELL & Co., LIMITED,  
Agents.  
Hongkong, 7th May, 1904.

**NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).**  
**STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.**  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.  
VENICE AND TRIESTE, ALL MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAO.  
Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.  
THE Steamship  
"ISCHIA,"  
Captain Maganzini, will be despatched as above on THURSDAY, the 12th instant, at Noon.  
At BOMBAY, the Steamer is discharging in VICTORIA DOCK.  
For further Particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
6th May, 1904. [590]

**AMERICAN ASIATIC STEAMSHIP COMPANY.**  
FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"RAS, ISSA,"  
will be despatched for the above Port, on THURSDAY, the 26th May.  
At BOMBAY, the Steamer is discharging in VICTORIA DOCK.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
General Agents.  
Hongkong, 25th April, 1904. [586]

**Shipping—Steamers.**  
**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND FOOCHEW.  
THE Company's Steamship  
"THALES,"  
Captain Robson, will be despatched for the above Ports, TO-MORROW, the 8th instant, at Daylight.  
For Freight or Passage, apply to  
DOUGLAS, LAPRAIK & CO.,  
General Managers.  
Hongkong, 7th May, 1904. [588]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FOR MANILA.  
THE Company's Steamship  
"YUENSANG,"  
Captain P. H. Rolfe, will be despatched as above on MONDAY, the 9th instant, at 4 P.M., instead of as previously advertised.  
This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 5th May, 1904. [586]

**IMPERIAL GERMAN MAIL LINE.**  
NORDDEUTSCHER LOYD, BREMEN.  
STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
THE Imperial German Mail Steamship  
"OLDENBURG,"  
Captain Troitzsch, due here with the outward German Mail about MONDAY at 5 P.M., will leave for the above places about 12/24 hours after arrival.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 6th May, 1904. [3]

**Intimations.**  
**F. BLACKHEAD & CO.,**  
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS,  
16, DES VUEX ROAD CENTRAL, HONGKONG.  
SOAP AND SODA MANUFACTURERS  
**HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,**  
&c. &c. &c.  
Sole Agents for  
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.  
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.  
REASONABLE PRICES.  
Hongkong, 15th December, 1903. [E]

**"Sanitas"**  
Purifying Agent  
Indispensable in Hot Countries.  
"Sanitas" Disinfecting Fluid  
is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.  
"Sanitas" Disinfecting Powder  
is the best all purifier known, and a stronger antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.  
"Sanitas" Eucalyptus Soap  
is specially recommended by the Medical Faculty for use in hot climates, because of its disinfecting qualities and its fragrance.  
Kingzett's Fumigating Candles  
supply the safest and most convenient means of purifying rooms, and are guaranteed to be free from any danger to health. They are both efficacious and economical. Destroy all insects.  
THE "SANITAS" CO. LTD.  
BETHNAL GREEN, LONDON, E.

**BIG CURE**  
CURED MEN AND WOMEN  
Big C is a non-poisonous remedy for all venereal diseases, including gonorrhea, syphilis, and all other venereal diseases. It is guaranteed to be free from any danger to health. It is both efficacious and economical. Destroy all insects.  
THE "SANITAS" CO. LTD.  
BETHNAL GREEN, LONDON, E.

**HONGKONG AVERAGE MARKET PRICES.**  
Corrected 26th April, 1904, per 5 Mds.  
**BUTCHER MEAT.**

Beef sirloin & prime cut—Mei Lung Pa	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu "	18
" Breast—Ngau Lam	14
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Serjoin—Ngau Lau	26
" Sausages—Ngau Yuk Chung	16
Bullock's Brains—Know	8
" Tongue fresh—Ngau Li	45
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	13
" Feet—Ngau Kerk	8
" Kidneys—Ngau Yiu	8
Tail—Ngau Mei	16
" Liver—Ngau Con	16
" Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai-tau-keok	45
Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	22
Pigs' Chittlings—Chi cheong	7
" Brains—Chi Know	7
" Feet—Chi Kerk	12
" Fry—Chi Chuk	12
" Head—Chi Tau	13
" Heart—Chi Sum	9
" Kidneys—Chi Yiu	18
" Liver—Chi Kon	20
Pork, Chop—Chi Pai Kwat	20
" Corned—Ham Chu Yuk	18
" Leg—Chu Pei	22
" Fat or Lard—Chu Yau	18
Sheeps' Head and Feet—Yeung Tau	55
" Keok	55
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	9
" Liver—Yeung Con	20
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	18
Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

**POULTRY.**

Chicken—Kai Chai	30
Capons, Large, Small—Sin Kai	32
Ducks—Ap	23
Doves—Pan Kau	24
Eggs, Hen—Kai Tan	24
Fowls, Canton—Kai	34
" Hainan—Hoi Nam Kai	30
Geese—Ngai	22
Geese, Wild Shanghai—Sheung Hoi Ye	—
Ngo	—
Musk Deer—Wong Keng	—
Hare—Tu Chai	—
Partridge—Che Khoo	—
Pheasant—Shan Kai	—
Pigeons, Canton—Pak Kup	26
" Hoihow—Hoihow Pak Kup	—
Quail—Um-Chun	23
Rice Birds—Wo Fa Cheuk	—
Snipe—Sa Chui	25
Turkeys, Cock—Fo Kai Kung	65
" Hen	—
Wild Ducks, Shanghai, Sui-ap	—
Teal, Shanghai, Sui Ap Chai	75
Wild Ducks Canton—Sang Shing Sui	—
Apea	—

**FISH.**

Barbel—Ka Yu	14
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	10
Carp—Yi Yu	18
Catfish—Chik Yu	11
Codfish—Mun Yu	16
Crabs—Hoi	16
Cuttle Fish—Muk Yu	18
Dab—Sa Mang Yu	16
Dace—Wong Mei Lun	12
Dog Fish—Tit Tu Sa	12
" Congor—Hoi Man Yu	22
" Fresh water—Tam Sui Yu	16
" Yellow—Wong Sin	32
Frogs—Tien Kai	35
Gardons—Pak Kup Yu	62
Herrings—Tao Pak	20
Halibut—Cheung Kwan Yu	18
Loach—Wu Yu	24
Lobsters—Lung Ha	—
Mackerel—Chi Yu	—
Monk Fish—Mon Yu	34
Mullet—Chai Yu	22
Oysters—Sang Hoo	35
Parrotfish—Kai Kung Yu	14
Perch—Tao Loo	15
Pike—Fa Paw Poong	13
Plaice—Pan Yu	21
Pomfret, Black—Hoi Chong	22
Pomfret, White—Fai Chong	25

**PRICES.**

Prawns—Ming Ha	45
Ray—Pei Pa Sa	10
Rock Fish—Sek Kau Kung	20
Roach—Chun Yu	16
Salmon, (C'ton), fresh water—Ma Yau Yu	28
Shark—Sa Yu	11
Skate—Po Yu	10
Shrimps—Ha	30
Snapper—Lap Yu	28
Soles—Tat Sa Yu	25
Tench—Wan Yu	15
Turbot—Cho How Yu	18
Turtles, small, fresh water—Keok Yu	65
White Bait—Ngau Yu Chai	—

**FRUITS.**

Almond—Hung Yan	20
Apples, (California)—Kam San Ping	60
" (Chefoo)—Tin Chun Ping	—
" Small—Hoi Tong	—
" Custard—Fan Lai Chi	—
Bananas, fragrant, Canton—Sang Sheng	4
" Heung Chiu	3
" (brides), Macao—San Heung Chiu	10
Chestnuts, Chinese—Foong Lut	—
Carambola—Yeung Tou	10
Cocoanuts—Yeh Taz	—
Grapes—Sin Tai Taz	—
Lemons, China—Ning Moong	4
" Amer.—Kum San Ning Moong	5
Lichees, Dried—Lai Chi Con	15
" Fresh, Lai Chi	—
Limes, (Saigon)—Sai Kung Ning	7
Moong	—
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	10
Mangosteens, San Chuk Taz	—
Oranges, (Canton)—Sang Sheng Tim	—
" Chang	5
" Small—Tai Kut	5
" Mandarin—Tim Kut	10
Olives—Pak Lam	7
Pears, (American)—Kam San Shut Li	—
" (Canton), Cooking—Sa Li	8
" (Shanghai)—Sheung Hoi Li	10
Peanuts, —Fa Sang	10
Persimmons Large—Hung Chie	—
Pine-apples, 1st quality—Sheung Poon	—
" 2nd quality—Chung-tang	6
Paw-law	—
Platams—Tai Chen	2
Plums, Swatow—Hung Lai	—
Pumelo, Siam—Chim Lo Yau	10
Walnuts, Hop Tou	12
" Green—Sang Hop Tao	—

**VEGETABLES, &c.**

Artichokes, Shanghai—Sheung Hoi Ah	—
Chi Chai	5
Beans, (French) Macao—Oh Moon Pin	7
" (French), Shanghai—Sheung Hoi Pin Tau	—
Beans, Sprout—Ah Choi	3
Beans Long—Tau Kok	—
Beet Root—Hung Choi Tau	2
Brinjals, Green—Cheng Yuen Ker	3
Brinjals, Red—Hung Ker	2
Brassica—Pak Choi	5
Bamboo Shoots—Chook Shun	7
Cabbage, Chinese, com.—Kai Choy	3
Cabbage Root—Kai Lan Tau	2
Cabbages, (Shanghai)—Yeh Choi	—
Cane Shoots, bunch—Kau Shun	2
Cauliflower, Large size—Tai Yeh Choi	—
" Fa	—
Cauliflower, Medium size—Cheung Yeh	—
Choi-fa	—
Cauliflower, Small size—Sai Yeh Choi-fa	—
Carrots—Kam Shun	5
Celery, Chinese—Tong Kan Choy	8
Celery, English—Yeung Kan Choi	5
Celery, White—Pak Yeung Kan Choi	9
Chilies Dried—Con Lai Chiu	30
" Red—Hung Fa	70
" Green—Cheng Lat Chiu	60
Curry Stuff, English—Ka Lee Choi Lin	3
Cucumbers—Cheng Kwa	3
Ritter Squash—Fu Kwa	18
Garlic—Suen Tau	5
Ginger, young—Sun Taz Kenng	—
" old—Lo Keung	4
Horse Radish, Shanghai—Lik Kan	18
Indian Corn—Suk Mai	3
Lettuce—Yeung Sang Choi	—
Water Chestnuts—Ma Tai	3
" Mandarin—Kwei Lum Ma Tai	7
Mushrooms Fresh—Sang Cho Kho	—
Onions, Bombay—Yeung Chung Tau	—
" Green—Sang Chung	4
" Shai—Sheung Hoi Chung Tau	—
Japan—Yat Poon	—
Okros—Mo Ker	—
Parley, English—Yeung Un Sai	1
Gradus Pea	10
Green Peas—Cheung Tau	3
Potatoes, Sweet—Fan Shu	3
" Shanghai—Sheung Hoi Shu	—
Tsai	—
Japan—Yat Poon Shu Tsai	4
" American—Fa Ki	—
" Foochow—Fuk Chau Shu Tsai	—
Macao—Oh Moon	5
Pumpkin—Toong Kwa	2
Radish—Hung Lo Pak Tsai	3
Rhubarb	15
Shalots—Con Chung Tau	3
Spinage (Chinese)—Paw Choi	4
Spinach—Yin Choi	5
Tomatoes—Fan Ker	5
Taro—Wo Tau	3
Turnips, Pun-ti (Long)—Low Pak	3
" English—Yeung Low Pak	3
Vegetable Marrow—Chit Kw	10
Water Cress—Sai Yeung Choi	—
" Calrops—Lan Kok	—
" Lily Roots—Lin Ngau	5
Yams—Tai Shu	4

N. A. JOHANNES,  
Ailing Manager of Market.



## Shipping.

**Arrivals.**  
Tientsin, Br. s.s., 1,227, J. Gibbs, 6th May.—Wuhu 5th April, and Chinkiang 2nd May, Gen.—B. & S.  
Thales, Br. s.s., 827, Robson, 6th May.—Fochow 3rd May, Amoy 4th, and Swatow 6th, Gen.—D. L. & Co.  
Glory, H.M.S. battleship, 12,950, Carter, 6th May.—from Mers Bay.  
Fochow, Br. s.s., 1,228, H. Smale, 6th May.—Wuhu and Chinkiang 2nd May, Gen.—B. & S.  
Rein, Nor. s.s., 726, H. Olsen, 6th May.—Hongkok 28th April, Rice.—Kin Ty Long.  
Bendalder, Br. s.s., 1,956, C. K. McIntosh, 7th May.—Shanghai 3rd May, Gen.—G. L. & Co.  
Wuhu, Br. s.s., 1,129, E. Richard, 7th May.—Canton 6th May, Gen.—B. & S.  
Foo Shing, Br. s.s., 1,123, T. Arthur, 7th May.—Bangkok 30th April, Rice.—J. M. & Co.  
Appalachian, L. 2,416, J. Simpson, 7th May.—Shanghai 7th May, Ballast.—S. O. Co.  
Triumph, Ger. s.s., 679, A. Hansen, 7th May.—Fochow via Amoy and Swatow 6th May, Gen.—O. S. K.  
Alacritv, Br. dispatch-vessel, 1,703, Brock, 7th May.—from Practice.

## Departures.

May 7.  
Mulla, for Europe.  
Alcoa, for San Francisco.  
Zufro, for Manila.  
Bourbon, for Saigon.  
Pera, for Shanghai, &c.  
Finsang, for Hongkong.  
Sima, for Shanghai.  
Tingsang, for Shanghai.  
Kwongiang, for Shanghai.  
Tijfants, for Singapore.  
Fochow, for Canton.

## Passenger Lists.

Per *Tahiti*, from Coast Ports—Mr. Macintosh, Rev. Marten, Mr. and Mrs. Cavalio and family, and 50 Chinese.  
Per *Sima*, for Hongkong from London—Mr. and Mrs. Davey and child, Mr. and Mrs. Little, Mr. and Mrs. Perkins, Engr. Com. Black, Dr. C. Forsyth, Col. R. Holbeck, Miss Sinclair, Messrs. T. C. Dyer, H. Fourkett, H. T. J. Crenn, H. Gillings, Bain Wilson, A. Cochran, and H. Duck. From Marseilles—Messrs. Michael, Sternberg and T. J. C. Anderson. From Port Said—Mr. W. W. Clarke. From Colombo—Capt. Montgomery and E. V. Charring. From Penang—Dr. and Mrs. Davis. From Singapore—Mr. and Mrs. Caulfield, Mr. and Mrs. Brazenall and infant, Dis. H. Wright and J. hanger, Messrs. J. E. W. Edward, Dickson, Baumann, S. H. L. Lee, Browning, M. Kouff, Bauwandi, K. A. Von Sauten and G. Whaler. For Shanghai from London—Mr. and Mrs. Macarney, Rev. and Mrs. Perry, Messrs. Malcom, T. Morgan, E. F. C. Jones, T. Milne, W. C. O'Donnell, E. C. Jarrett, A. Woolley and E. Holden. From Marseilles—Mr. Marsh, Messrs. R. H. Parkes, S. T. Halse, Grigymeff and Chlekinhoff. From Bombay—Mr. Kermel and 2 children, Messrs. Mundy and Rustomi. For Yokohama from London—Mr. and Mrs. and Miss Herbertson, Mr. and Mrs. Helmes and infant. From Port Said—Dr. and Mrs. Keane.

## Steamers Expected.

Vessels	From	Agents	Due
Oldenburg	Singapore	M. & Co.	May 9
Theodor Wille	Singapore	H. A. L.	May 9
Suisang	Tientsin	J. M. & Co.	May 10
Kansu	Tientsin	B. & S.	May 10
Changsha	P. Darwin	B. & S.	May 11
Sachsen	Singapore	M. & Co.	May 11
Lothian	Japan	C. C. Co., Ltd.	May 12
Korea	Japan	P. M. Co.	May 13
Eastern	P. Darwin	B. & S.	May 15
Emp. of China	Vancouver	C. P. R. Co.	May 23

## Ships Passed The Canal.

Ontward—9th April—*Plantiers*, *Titanic*, *Verona*, *Ulysses*, *Sevovia*. 13th April—*Swyck*, *kill*, *Sanda*. 16th April—*Calhau*, *Indramayo*, *Tenkai*, *Courfield*, *Silverhill*. 20th April—*Vindobona*, *Elaine*, *Helmdal*. 23rd April—*Australien*, *Nürnberg*, *Union*. 26th April—*Konigsberg*, *Bordr Knight*, *Bomburg*. 27th April—*Ceylon*, *Flintshire*. 29th April—*Java*, *Candia*, *Armand Behic*, *Rhipseus*. 3rd May—*Ambria*, *Princess Maria*, *St. Kilda*, *Taurus*, *Zitlen*.  
Homeward—9th April—*Roon*. 13th April—*Socotra*. 23rd April—*Prussien*. 3rd May—*Albenga*, *Pak Ling*.  
Arrivals at Home—9th April—*Palermo*. 13th April—*C. Ferd*, *Lausis*, *Kermun*. 16th April—*Radnorshire*. 20th April—*Oanfa*, *Mayana*. 23rd April—*Glada*, *Sydney*. 26th April—*Macduff*. 29th April—*Sagamit*, *Glancus*. 3rd May—*Glendon*, *Pelusi*, *Roanoke*, *Afax*, *Sikhonia*, *Armand Behic*. 4th May—*Borno*.

## Vessels in Port.

**Steamers.**  
Ardandear, Br. s.s., 2,090, W. Kinley, 30th April.—Moji 24th April, Coal.—B. & Co.  
Andree Rickmers, Ger. s.s., 1,020, H. Köhn, 5th May.—Bangkok 28th April, Rice and Meal.—M. & Co.  
Anghin, Ger. s.s., 1,900, G. Schultzen, 3rd May.—Bangkok via Koh-si-chang 26th April, Rice and Gen.—B. & S.  
Breid, Nor. s.s., 645, J. Talkman, 5th May.—Iloilo 1st May, Sugar.—Hang Fat.  
Cardium, Br. s.s., 3,594, Daniel, 3rd May.—Pulo Bukum 19th April, and Singapore 27th, Bulk Petroleum.—A. K. & Co.  
Chwanshan, Br. s.s., 1,281, I. D. Jenkins, 12th April.—Saigon 8th April, Gen.—B. & Co.  
Coptic, Br. s.s., 2,744, F. H. Armstrong, R.N.R., 5th May.—San Francisco 2nd April, Honolulu 9th, Yokohama 22nd, Kobe 24th, Nagasaki 26th, and Manila 3d May, Mails and Gen.—O. & O. S. S. Co.  
Crusader, Br. s.s., 2,744, F. Brown, 4th May.—Moji 27th April, Coal.—D. & Co., Ltd.  
Empress of Japan, Br. s.s., 3,039, Heena Pybus, R.N.R., 4th May.—Vancouver via Ports 15th April, and Shanghai 2nd May, Flour and Beer.—C. P. R. Co.  
Fausang, Br. s.s., 1,410, T. Mitchell, 1st May.—Hongkong 29th April, Coal.—J. M. & Co.  
Frithjof, Nor. s.s., 891, Haraldsen, 4th May.—Tamsui and Swatow 2nd May, Gen.—O. S. K.  
Geid, Nor. s.s., 739, N. C. Halvorsen, 5th May.—Cardiff 18th Mar., Coal.—Order.  
Goodwin, Br. s.s., 2,835, W. J. Nisbet, 5th May.—Kuchinotzu 29th April, Coal.—M. B. K.  
Hinsar, Br. s.s., 1,576, W. E. Sawyer, 1st May.—Java (Sourabaya) 22nd April, Sugar.—J. M. & Co.  
Hoihaio, Fr. s.s., 508, Caste, 28th April.—Haiphong and Hoihaio 25th April, Gen.—A. R. M.  
Ischia, Ital. s.s., 2,784, M. Dante, 5th May.—Singapore 27th April, Gen.—C. & Co.  
Isle de Negros, Am. s.s., 203, Lamitgen, 7th April.—Manila 3rd April, Ballast.—B. & Co.  
Loongmoon, Ger. s.s., 1,245, F. Kalkofen, 6th May.—Canton 5th May, Gen.—S. & Co.  
Loosok, Ger. s.s., 1,020, F. Leuss, 6th May.—Bangkok 27th April, Rice and Wood.—M. & Co.  
Mathilda, Nor. s.s., 2,350, H. Taarvig, 4th May.—Moji 28th April, Coals and Cement.—M. B. K.  
Nam Sang, Br. s.s., 2,591, Gen. Payne, 3rd May.—Singapore 27th April, Gen.—J. M. & Co.  
Narge, Norw. s.s., 1,024, Boé, 1st May.—Barry 11th Mar., and Singapore 23rd April, Coal.—Order.  
Sado Maru, Jap. s.s., 3,861, G. Anderson, 24th April.—Singapore 29th April, Ballast.—N. Y. K.  
Seward, Am. transport, 1,250, Croskey, 20th April.—Manila 16th April.  
Simoon, Br. s.s., 3,737, R. E. Collins, 24th April.—Barry Docks 12th Mar., Coal.—D. & Co., Ltd.  
Sobig, Nor. s.s., 2,625, Gralaad, 28th April.—Barry and Singapore 23rd April, Coal.—Master.  
Swanley, Br. s.s., 2,997, J. Dawson, 3rd May.—Kuchinotzu 28th April, Bunker Coal.—G. L. & Co.  
Tantar, Br. s.s., 4,125, F. W. Evans, 29th April.—Vancouver via Japan 31st Mar., Gen.—C. P. R. Co.  
Teianan, Br. s.s., 2,600, C. Lindbergh, 6th May.—Kuchinotzu 2nd May, Gen.—B. & S.  
Tweeddale, Br. s.s., Milne, 16th April.—Moji 10th April, Ballast.—G. L. & Co.  
Yuensang, Br. s.s., 1,128, P. H. Rolfe, 5th May.—Manila 2nd May, Gen.—J. M. & Co.

## SAILING VESSELS.

Alcoa Bay, Br. sq., 1,111, Title, 4th Mar.—Hongkong 15th Feb., Coal.—B. & S.  
Maria Le, Ital. sq., 1,118, D. Ursi, 9th April.—Freemanle 7th Feb., Sandalwood.—Order.  
**Hongkong & Whampoa Dock Returns.**  
H.I.G.M.S. Moewe... at Kowloon Dock.  
H.M.S. Taku " " " "  
U.S.S. Monterey " " " "  
Apenrade " " " "  
damasior " " " "  
Heungshan " " " "  
Tanglien " " " "  
Hinsang " " " "  
Coptic " " " " Cosmopolitan

## TO-MORROW.

**St. John's Cathedral, Hongkong.**  
The following will be the order of service to-morrow—  
**ROGATION SUNDAY.**  
Holy Communion 7.30 a.m., Matins 11 a.m., Responses: Tallis, Venite: Elvey, Psalms: Purcell and Turle, Te Deum: Hayes, Russell and Stainer, Benedictus: Havergal in E., Hymns: 169 and 136, Offertory Hymn: 142. Evensong 5.45 p.m., Responses: Tallis, Psalms: Goss, Stainer and Soaper, Magnificat: Russell in E., Nunc Dimittis: Taylor in G., Hymns: 143, 527 and 179, Vesper Hymn: Ward (No. 2).  
**St. Peter's Seamen's Church.**  
Queen's Road West.  
Fifth Sunday after Easter.  
Holy Communion 7.30 p.m.  
Matins 11 a.m., Venite, Smart; Te Deum, Gregory; Benedictus, Smart; Jubilate, Hymns, 4, 540, 538 and 523. Kyrie.  
Evensong 6.30 p.m., Magnificat, Turle; Nunc, Jones; Deus, Hymns, 15, 460, 593 and 274.  
The Church launch *Dayspring* will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m. and between 5.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.): returning afterwards. The Answering Pennant is the Call flag. All the fittings are free and unappropriated. Visitors welcome. Books, &c. provided.  
Sunday school 10 to 10.45 a.m.  
**Roman Catholic Cathedral.**—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction 5.30 p.m.  
**German Bethesda Chapel, West Point.**—Morning Service, 11 a.m.  
**St. Francis Church, Wanchai.**—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.  
**St. Joseph's Church, Garden Road.**—Morning Service (English), 9 a.m.  
**St. Anthony's Chapel, West Point.**—Mass, 8 a.m.  
**Wesleyan Garrison and Naval Church Wanchai.**—Sunday 10.15 a.m., Sunday 3 p.m. Sunday, School and men's Bible. Class Sunday 6 p.m. Thursday 7.30 p.m., Bible Class.  
**Union Church.**—Services, 11 a.m., and 6 p.m.

## THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory—  
On the 7th at 11.48 a.m. The barometer has risen at all stations, but more particularly in N. Japan, where the depression which existed yesterday has moved into the Pacific.  
The greatest pressure is now found near the estuary of the Yangtze, and a large anticyclonic area covers nearly the whole of China and the Eastern Sea.  
Gradients remain rather steep on the China Coast, and fresh N.E. winds will prevail in the Formosa Channel and northern part of the China Sea.  
Forecast:—Fresh E. winds; overcast, some light rain.  
**CHINA COAST METEOROLOGICAL REGISTER.**  
May 7th, 1904, a.m.  
Bar. Th. Hu. Wind W. r.  
Vladivostok, 7 a.m. — — — — —  
Nemuro, 6 a.m. 29.80 — — — — —  
Hakodate, 6 a.m. 29.91 — — — — —  
Tokio, 6 a.m. 29.94 — — — — —  
Kochi, 6 a.m. 30.03 — — — — —  
Nagasaki, 6 a.m. 30.11 — — — — —  
Kagoshima, 6 a.m. 30.07 — — — — —  
Oshima, 6 a.m. 30.04 — — — — —  
Naha, 6 a.m. 30.03 — — — — —  
Ishigakijima, 6 a.m. 30.01 — — — — —  
Taihoku, 6 a.m. — — — — —  
Taipei, 6 a.m. — — — — —  
Koshun, 6 a.m. — — — — —  
Fescadores, 6 a.m. — — — — —  
Weihaiwei, 9 a.m. 30.21 61 66 8 2 by  
Gutad, 6 a.m. 30.10 64 53 NE 1 c  
Amoy, 6.30 a.m. 30.10 64 53 NE 1 c  
Swatow, 9 a.m. 30.07 77 61 N 2 b  
Canton, 10 a.m. 30.07 66 87 E 3 od  
Hongkong, 10 a.m. 30.07 66 87 E 3 od  
Victoria Peak, 10 a.m. 30.03 71 — — — — —  
Gap Rock, 10 a.m. 30.03 71 — — — — —  
Haiphong, 10 a.m. — — — — —  
Manila, 10 a.m. — — — — —  
Bacolod, 9 a.m. — — — — —  
Iloilo, 9 a.m. 29.89 85 — — — — —  
Cebu, 10 a.m. 29.92 86 — — — — —  
C. St. James, 10 a.m. — — — — —  
May 8 at 10 a.m. 29.85 71 71  
May 8 at 6 p.m. 29.81 71 71  
Barometer, 29.85  
Temperature, 75  
Humidity, 90  
Rainfall, —

## Post Office.

A Mail will close for:—  
Moji—Per *Goodwin*, 8th May, 9 a.m.  
Canton—Per *Fatsian*, 8th May, 9 a.m.  
Nantao—Per *Talchun*, 8th May, 9 a.m.  
Sanbue—Per *Hot Fu*, 8th May, 9 a.m.  
Macao—Per *Wingchai*, 8th May, 9 a.m.  
Kongmoon, Kumchuk and Samshui—Per *Linan*, 8th May, 9 a.m.  
Kongmoon, Kumchuk and Samshui—Per *Tungkong*, 8th May, 9 a.m.  
Swatow, Chefoo and Tientsin—Per *Chihai*, 8th May, 3 p.m.  
Kwong-chow-wan—Per *Macao*, 8th May, 5 p.m.  
Canton—Per *Hankow*, 9th May, 7.30 a.m.  
Haiphong—Per *Hocho*, 9th May, 9 a.m.  
Manila—Per *Shawmut*, 9th May, 11 a.m.  
Macao—Per *Heungshan*, 9th May, 1.15 p.m.  
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Tsina*, 9th May, 3 p.m.  
Manila—Per *Yamsang*, 9th May, 3 p.m.  
Nantao—Per *Talchun*, 9th May, 5 p.m.  
Sanbue—Per *Hot Fu*, 9th May, 5 p.m.  
Macao—Per *Wingchai*, 9th May, 5 p.m.  
Straits and Calcutta—Per *Namsang*, 10th May, 2 p.m.  
Shanghai—Per *Kwiyang*, 10th May, 3 p.m.  
Singapore, Penang and Bombay—Per *Ichia*, 11th May, 10 a.m.  
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, 11th May, 11 a.m.  
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Coptic*, 12th May, 11 a.m.  
Yokohama and Kobe—Per *Theodor Wille*, 12th May, 4 p.m.  
Yokohama and Kobe—Per *Chungsha*, 13th May, 3 p.m.  
Manila—Per *Sunghang*, 13th May, 3 p.m.  
Manila—Per *Rubi*, 14th May, 9 a.m.  
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Empire*, 14th May, 5 p.m.  
Cebu and Iloilo—Per *Wuchang*, 18th May, 3 p.m.  
Swatow, Chefoo and Tientsin—Per *Kansu*, 18th May, 3 p.m.  
Europe, &c., India, via Tuticorin—Per *Chuan*, 21st May, 11 a.m.  
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, 21st May, 11 a.m.  
Europe, &c., India, via Tuticorin—Per *Bayern*, 25th May, 11 a.m.

## VISITORS AT THE HOTELS.

**HONGKONG.**  
Joseph, Mr. and Mrs. E. S.  
Katsch, E. A.  
Leggatt, E. A.  
Lewis, A. R.  
Macaulay, Dr. H. R.  
Macgowan, R. J.  
Mackie, C. Gordon  
Marriott, Dr. O.  
McAra, T. P.  
McGregor, B.  
Meikle, Mr. & Mrs. E.  
Meiz, Dr.  
Menzies, Mr.  
Miller, P. L.  
Mitchell, Mrs. E.  
Moit, G. A.  
Moore, J. H.  
Newington, A. G.  
North, C. J.  
Osborn, Mrs. F.  
Pattie, Mr. & Mrs. J. A.  
Pike, R. N., Lt. & Mrs. G.  
Potter, A. G.  
Potts, W. H.  
Reilly, G. A.  
Russell, E. H.  
Sala-Schwabe, G.  
Sauten, R. S.  
Sayle, R. T. D.  
Schiller, G. B.  
Scott, Mr. & Mrs. Gray  
Shaw, F. E.  
Simmons, Mr. and Mrs.  
Simpson, Capt. & Mrs.  
Skot, G.  
Somerville, Geo.  
Somerville, Mrs. A.  
Stanley, H. H.  
Stuart, Mrs. Leslie C.  
Sweeney, J. C.  
Thomas, U. B.  
Trimmel, W. D.  
Trotman, Major  
Vallance, C. A.  
Vernon, Mr. and Mrs. J.  
Whitton, Mrs. A. M.  
Willcocks, Mrs.  
Winter, O.  
Winthrop, Mr. & Mrs.  
Wolf, Philip  
Wood, C. D.  
Wood, Mrs. C. D.  
Woolmer, Mr. & Mrs.  
Wright, Mr. and Mrs. C. G.  
**KING EDWARD.**  
Kent, Capt. W.  
Luff, Marcel  
Montgomery, Capt.  
Muelle, Ed. (Consul for Peru)  
Muller, U.S.A., Lt. Geo.  
Muller, V. H.  
Ough, A. H.  
Raiton, W. A.  
Rose, Mr. & Mrs. T. J.  
Shepherd, Bruce  
Shepherd, Mr. Herbert  
Stephens, Mr. & Mrs. M. J. D.  
Taguch, E.  
Vaughan, H. S.  
Wortmann, A.  
**CONNAUGHT.**  
Joseph, J. E.  
Lefevre, G.  
Levy, Charles  
Menashih, R.  
Newborn, R. H.  
Rees, L. C.  
Siebenshuin, R.  
Trimingham, N. S. P.  
Walker, A. T.  
Williams, W. H.  
**CRAIGSBURN.**  
Cowan, Mrs. & Miss Smith, Mr. and Mrs. Grant  
Dann, G. H.  
Gaskell, Mr. and Mrs. Griffith, Mrs. Lauder, P. Ross, W. W. Smith, Mr. E. Grant  
**THOMAS.**  
Adanis, F. R.  
Ajinles, Famas  
Castro, A.  
Dunlat, A. E.  
Erskine, E. P.  
Flamas, Mr.  
Forman, J. G.  
Hains, Mr. & Mrs. J. J. and 2 children  
Harris, J.  
Hill, M.  
Holliday, L. M.  
Hough, Dr.  
Kirkam, Mrs. A.  
Lasson, Hill  
Low, G.  
Manceal, B.  
Manning, F.  
McKee, F. B.  
Palmer, Chas. S.  
Riveria, Jose  
Theodoresen, Mr. Unzon, T.  
Villamor, Juan  
Whitley, Mr.  
Williams, H. O.  
Williamson, H. O.  
Young, L. C.  
**PEAK.**  
Lowe, D. R.  
Martin, R.  
McDermott, A. P. B.  
Moxon, Mr. and Mrs. Herbert  
Perry, F.  
Pollock, H. E.  
Post, N.  
Pratt, Major and Mrs.  
Reid, T. H.  
Rice, P. J.  
Sawyer, Mrs. W. E.  
Skelton, Mr.  
Skelton, Mrs.  
Smith, A. Findlay  
Smith, C. W.  
Spalckhaver, W. O. C.  
Stevenson, D.  
Stokes, Mr.  
Sutherland, Mr. and Mrs. J. von  
Ufel, J. and child  
Watkins, R. E., Capt.  
Watson, Mr. and Mrs.  
Wenborn, S. T.  
White, Dr. and Mrs. M. J.  
Yates, Mr. & Mrs. C. C.  
**KOWLOON.**  
Daniel, W.  
Gomes, Mr. and Mrs. Mitchell, Mr. J. B.  
Iremonger, Lieut.-Col. Perkins, Mr. and Mrs. Roane, Dr. and Mrs. James  
Jewell, F. and Mrs. Lourey, Dr. and Mrs. Yokura, K. and children

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacritv	despatch-vessel	1,700	—	3,000	Commander O. de B. Brock	Mirs Bay
Albion	battleship, 1st class	12,950	16	13,500	Captain T. H. M. Jerram	Mirs Bay
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Shanghai
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Mirs Bay
Andromeda	cruiser, 1st class	—	—	—	Captain R. Nelson Ommannoy	Hongkong
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander F. M. Leake	Yangtze
Britomart	gunboat, 1st class	710	6	1,300	Lieut.-Commander T. D. Pratt	Yangtze
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Mirs Bay
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry-M. Tudor	Hongkong
Charley	water tank and tug	390	—	300	—	—
Eclipse	cruiser, 2nd class	5,000	11	9,600	Captain Robert H. S. Stokes	Weihaiwei
Espergle	sloop	1,070	10	1,400	Commander Ernest Barton	Hongkong
Fam e	cruiser, 3rd class	360	6	5,700	Lieut.-Commander C. Asser	Hongkong
Farless	battleship, 1st class	1,580	12	3,200	Commander P. V. Lewes, D.S.O.	Chemulpo
Glory	torpedo boat destroyer	12,950	16	13,500	Captain W. A. Carter	Mirs Bay
Handy	torpedo boat destroyer	275	6	4,000	—	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	—	Hongkong
Humber	storeship	1,640	—	—	—	Hongkong
Janus	torpedo boat destroyer	280	6	3,900	—	Hongkong
Kinsh	river gunboat	—	—	—	—	Hongkong
Leviathan	cruiser, 1st class	14,100	—	31,592	Lieut.-Commander J. A. Gregory	Yangtze-Kiang
Moorhen	river gunboat	180	2	800	Lieut.-Commander G. B. Powell	Weihaiwei
Ocean	battleship, 1st class	12,950	16	13,500	Honourable N. G. Stopford	Hongkong
Otter	torpedo boat destroyer	1,200	6	6,300	Lieut.-Commander G. G. Webster	Mirs Bay
Phoenix	sloop	1,015	6	1,400	Captain T. G. Greet, R.N.	Hongkong
Rambler	surveying-vessel	835	6	650	—	Shanghai
Rinaldo	sloop	980	10	1,400	Commander H. H. Nicholson	Amoy
Robin	river gunboat	85	2	240	Commander D. St. A. Wake	Sandakan
Rosario	sloop	980	6	1,400	Lieut.-Commander John P. Ives	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander John P. Ives	Shanghai
Sirius	cruiser, 2nd class	3,600	8	9,000	Lieut.-Commander H. T. Atlay	West River
Snipe	river gunboat	85	2	240	Captain C. B. H. Moore	Mirs Bay
Sparrowhawk	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Davidson	Yangtze
Taku	torpedo boat destroyer	250	6	6,500	Lieut.-Commander C. G. Codrington	Hongkong
Talbot	cruiser, 2nd class	5,600	11	9,600	Fleet Reserve	Hongkong
Tamar	receiving ship	4,650	6	—	Captain Lewis Bayly	Singapore
Teal	river gunboat	180	2	800	Commodore Dicken	Hongkong
Theet	cruiser, 2nd class	3,400	8	9,000	Lieut.-Commander E. V. Dugmore	Yangtze
Tweed	coast defence gunboat	363	3	200	Captain J. A. C. Wilkinson	Shanghai
Vengeance	battleship, 1st class	12,950	16	13,500	Lieutenant Forbes	Hankow
Vestal	sloop	980	10	1,400	Captain Leslie Stuart, C.M.O.	Mirs Bay
Virago	torpedo boat destroyer	355	6	6,300	Commander S. St. John Farquhar	Singapore
Waterwitch	surveying ship	620	—	450	—	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander Ernest C. Hardy	Mirs Bay
Woodcock	river gunboat	150	2	550	Lieut.-Commander H. M. Wells	Hongkong
Woodlark	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Hankow
					Lieut.-Commander Wason	Yangtze

\* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

## TWO CHOICE LINES FOR REFINED TASTES.

HAVANA LEAF CIGARS  
MANUFACTURED IN HOLLAND.

INDUSTRIAS, \$6 per 100  
packed in Boxes of 100.  
PREDELECTAS, \$15 „ 100  
packed in Boxes of 50.  
ANDALUZAS, \$30 „ 100  
packed in Boxes of 25.

## ALLSOPP'S LAGER BEER



## Mails.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th May, 1904,  
at 1 P.M., the Company's Steamship  
"POLYNESIE," Captain Le Gispellier,  
with Mails, Passengers, Specie and Cargo,  
will leave this Port for MARSEILLES, via  
Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till NOON  
only on MONDAY, the 16th May, Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.

Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.

For further Particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 5th May, 1904.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.  
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Shawmut	9,600	W. M. Smith	May 21
Trenton	9,600	T. W. Garlick	June 28
Lynn	4,417	G. W. Williams	Aug. 4
Shawmut	9,600	W. M. Smith	Sept. 1
Trenton	9,600	T. W. Garlick	Oct. 1

Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable  
steamers for Manila.

Trenton.....9,600 T. W. Garlick. Ab. June 8  
Shawmut.....9,600 W. M. Smith.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Trenton*  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steadiness  
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further Information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings.

Hongkong, 7th May, 1904.

## Insurance.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN AND CHINESE RISKS at  
CURRENT RATES.

SIEMSEN &amp; Co.

Hongkong, 28th May, 1904.

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.

Ladies and Children's Under-clothing. Children's  
Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.

The Superioress will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1904.

## Consignees.

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES of CARGO per Steamship  
"COPTIC,"

are hereby notified that their Goods are at  
their risk being discharged into Lighters and/or  
landed into our Godowns Nos. 1 and 2, at  
Kennedy Town, (Marine Ldg. 243), and delivery  
may be had either from Lighters or from our  
Godowns upon countersignature of Bills of  
Lading.

Goods remaining unclaimed after the 12th  
instant will be subject to rent.

All Claims must be sent in to me on or  
before the 18th instant, or they will not be  
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,

Agent.

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"SIMLA,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

This vessel brings on Cargo:-

From London, &c., ex S.S. *India* and *Sunda*.From Calcutta, ex S.S. *Somali*.

From Persian Gulf, &amp;c., ex B. I. S. N. and

H. &amp; P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
5 P.M., TO-DAY.

Goods not cleared by the 13th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees'  
and the Company's representative at an  
appointed hour.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 6th May, 1904.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"PERA,"

FROM ANTWERP, LONDON, PORT

SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:-

From London, &c., ex S.S. *Caladonia* and*Egypt*.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
Noon, TO-MORROW.

Goods not cleared by the 10th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees'  
and the Company's representative at an ap-  
pointed hour.

All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.

No claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 3rd May, 1904.

## S.S. "ERNEST SIMONS"

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London  
ex s.s. *Corduan*, and from Havre ex s.s.  
*Corduan*, in connection with above Steamer,  
are hereby informed that their Goods, with  
the exception of Opium, Treasure and Valu-  
ables are being landed and stored at their  
risks into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited, at  
Kowloon, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before 2 P.M., TO-DAY, requesting it to be  
landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after TUESDAY, the 10th instant, at Noon,  
will be subject to rent and landing charges.

All claims must be sent in to me on or before  
the 10th instant, or they will not be recognised.

All damaged packages will be examined on  
TUESDAY, the 10th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 3rd May, 1904.

## "BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

CARGO EX THE  
STEAMSHIP "RICHMOND CASTLE,"  
FROM NEW YORK.

HAVING ARRIVED PER "YUENSANG" FROM  
MANILA,

CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 11th instant will be  
subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
15th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 10th instant at 3 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by

DODWELL &amp; CO., LIMITED,

Agents.

Hongkong, 5th May, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	83,000	\$125	\$125	\$10,000,000 \$6,500,000 \$150,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/84 = \$12.994 for half-year ending 31.12.1903	6 1/2 %	\$655 sellers
National Bank of China, Limited. Do. (Founders')	47,453 750	£10 £1	£1 £1	\$175,533 \$191,973	\$21,668	\$2 (London 3/8) for 1903 None	5 1/2 %	London 6/4 \$38 buyers \$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$169,141 \$784,415 \$906,872 \$900,000	\$1,959,926	\$32 for 1902	6 %	\$540 buyers
China Trade Insurance Company, Limited	24,000	\$83.33	\$15	\$151,972 \$331,141 \$322,131	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$59 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 63 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,701	\$186,284	\$12 for 1902	9 1/2 %	125 buyers
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,300,000 50,000	\$110,551	\$15 for 1902	7 1/2 %	\$200 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$295 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$0	\$125,675 \$4,560	\$319,017	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$83 sellers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$251,000 \$133,000 \$149,109 \$249,000 £8,70	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	28 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£100,000 none	£5,380	10/- for 1902	5 1/2 %	\$102 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	\$185,000	Dr. \$63,123	\$5 for 1900		\$20 1/2 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$71,855	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$36 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$35,000 \$7,750	\$137	\$1.20 for year ending 30.4.03 {60 cts.}	3 1/2 % 2 1/2 %	\$12 buyers \$24 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$100,000 \$21,773 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	9 %	\$145
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$4,000,000 \$21,773 \$18,000 \$130,153	£19,555	Interim of 1/- (Coupon No. 4) for 1903	3 1/2 %	27/6 buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Final of Tl. 1 making Tls. 2 for 1903	3 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited. Do. (Preference)	200,000 100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of {Tls. 2 1/2 making Tls. 4 1/2 Tls. 1 1/2 making Tls. 3 1/2}	9 1/2 % 7 1/2 %	Tls. 48 sellers Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$14 for 1901		\$142
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,995	\$3 for 1897		\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 51 buyers
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,612	Fcs. 85,706	Interim of Fcs. 30 for 1903		\$500
Ranb Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	£1 £1	£4,873	Dr. £7,236	No. 12 of 1/-		\$6 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£10,000	£6,671	No. 2 of 1/-		Tls. 6 1/2 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	{ \$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$214 sellers
S. C. Farman, Hoyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 85,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 1/2 %	Tls. 145 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,500,000	\$43,732	\$5 for 2nd half year 1903	4 1/2 %	\$245 sales
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	{ \$10 div. and \$2 1/2 bonus \$7 dividend	6 1/2 % 6 1/2 %	\$105 buyers \$110
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1903	6 1/2 %	\$205 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	5 %	\$101 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 152 1/2 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 192 sales
New Army Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$4,548	\$2 1/2 for 1902	7 1/2 %	\$37 1/2 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$153 buyers
Shanghai Land Investment Company, Limited	51,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	{ Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2 %	Tls. 108 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	£636	Interim of Tls. 2	7 1/2 %	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	Tls. 5,150	\$2.60 for 1903	7 1/2 %	\$35
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 1,362	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	\$100,000 \$10,771 \$20,000	\$1,362	Final of 1.70 making \$3.20 for 1903	6 %	\$54 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$138 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 29,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 146 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$22,501	Tls. 1,496	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$35 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 6,804		Tls. 14 for the year ending 31.3.1903	10 %	Tls. 15
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	\$4,989	First year		Tls. 25
Tientsin Hotel, Limited	600	\$20	\$20	none	Tls. 3,530	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none		Interim of Tls. 31	7 %	Tls. 50
Humphreys Estate & Finance Company, Limited	150,000	\$70	\$10	\$100,607 \$50,000	\$99,177	90 cents for 1903	8 1/2 %	\$11 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 31
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 a/c 1898		Tls. 35 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 a/c 1898 on 6,000 shares		Tls. 37 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	Tls. 5,658	Tls. 26,389	4 % for 1897		Tls. 170 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the year ending 31.7.03	4 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 62 1/2 sales
Alhambra, Limited	300	\$200	\$200	\$4,001	\$57	\$25 for year ending 30.6.1900		\$200
Philippine Compny, Limited	67,500	\$10	\$10			First year		\$10
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	6 1/2 %	\$23 1/2 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000 \$15,000	\$3,077	Interim of 50 cents for 1903	6 1/2 %	\$15
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$800	\$1 for 1903	13 1/2 %	\$7 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$1,171	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000		80 cents for 1903	9 %	\$0 sales
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$3,453	{ 90 cents for year ending 30.4.1903 45 cents	6 1/2 % 6 %	\$14 1/2 buyers \$10 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,800 Tls. 80,000	£7,387	{ 1 div. and 2/- bonus for 1902 Final of Tls. 33 and bonus of Tls. 1 1/2		Tls. 115 sellers
Shanghai Gas Company, Limited	10,676	Tls. 50	Tls. 50	Tls. 108,173 Tls. 110,000	Tls. 7,548	{ making Tls. 8 1/2 for 1903 Final of 37/6 making 52/6 for 1903	7 1/2 % 7 %	Tls. 140 sales Tls. 130 sales
Shanghai Waterworks Company, Limited	7,700	£20	£20	Tls. 100,000	Tls. 667	Final of Tls. 4 making Tls. 16 for 1903	12 1/2 %	Tls. 140 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year		Tls. 130 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	\$20	\$20	\$18,000	\$13,101	Final of \$4 making \$3 1/2 for 1903	12 1/2 %	\$18 sales
Hall & Holtz, Limited	27,000	\$100	\$100	none	\$21,482	Final of \$7 making \$2 for year end. 29.2.04	10 1/2 %	\$113 buyers
Lawe, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$8,505	\$10 for 1903	7 %	\$10
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$25	\$25	\$70,000	\$8,505	\$3.75 for 1903	7 1/2 %	\$8 sellers
Geo. Fenwick & Co., Limited	6,000	\$15	\$15	\$35,000	\$5,844	Final of \$12 making \$16 for 1903	7 1/2 %	\$10 buyers
Hongkong Ice Company, Limited	5,000	\$100	\$100	\$45,000	\$1,283	\$7 1/2 for second half year 1903	9 1/2 %	\$160 sales
Straits Ice Company, Limited	1,250	\$100	\$100	\$3,000	\$1,283	\$30 for year ending 30.11.1903	6 1/2 %	\$300
Hongkong High-Level Tramways Company, Ltd.	10,000	\$7 1/2	\$6	\$100,000	\$1,029	\$1 1/2 for year ending 31.7.03	9 %	\$133 buyers
Dairy Farm Company, Limited	1,200	\$0	\$10	\$5,500	\$596	\$3 for 1903	8 %	\$37
Campbell, Moore & Co., Limited	8,624	12 1/2	12 1/2	none	£100	None		\$5 sellers
Bell's Asbestos Eastern Agency, Limited	1,000	\$10	\$10	\$1,000	\$119	{ 90 cents for year ended 31.5.1903 \$1.70	10 % 14 1/2 %	\$40 buyers \$104 buyers
United Asbestos Oriental Agency, Limited Do. (Founders')	100 7,500	\$10 \$10	\$10 \$10	none none	\$1,548 Dr. \$7,053	Final of 60 cts making \$1.20 for the year	7 1/2 %	\$16 1/2 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	none	\$4,757	None		\$5 buyers
China Light and Power Company, Limited	12,000	\$10	\$10	none		Interim of 50 cents for 1903/4	10 %	\$10 buyers
William Jewell, Limited	25,000	Gs. 100	Gs. 100	Tls. 354,669	Tls. 27,187	First quarterly dividend of Tls. 16	14 1/2 %	Tls. 254 sales
Mantschajij Mijin, Bosch-en Landbouwer- plaat in Langkat	5,400	Tls. 100	Tls. 100	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 71 sellers
Shanghai Horse Bazaar Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,788	Final of Tls. 5 making Tls. 10 for 1903	9 %	Tls. 115 buyers
Central Pubs. & Paper Company, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Final of \$1.20 making \$2.7 for 1903	13 1/2 %	\$50
Do. (Founders')	123	Tls. 50	Tls. 50	none	Tls. 3,575	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 1,940	Tls. 6 for 1903	9 1/2 %	Tls. 61 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$6,000		\$10 for 1902	7 1/2 %	\$195 buyers
Kate Brothers, Limited	10,000	\$100	\$100	\$650,000	\$83,403	{ \$1 div. and 25 cents bonus for half year ended 30.6.1903	8 %	\$34 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$112,500	\$2,706	\$5 div. and \$3 1/2 bonus for 1903	8 %	\$20
Prater and Neave, Limited	4,500	\$50	\$50	none		\$2 for year ended 31.10.1903	8 %	\$47
Maynard and Company, Limited	340	\$10	\$10	none		First year		\$20
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50			First year		\$20
South China Morning Post, Limited	6,000	\$25	\$25			First year		\$20